Lady takes a trail ride

Desert Cop-out

EC's Test Bench tells all

Riverside scratchers

OSSA Phantom test

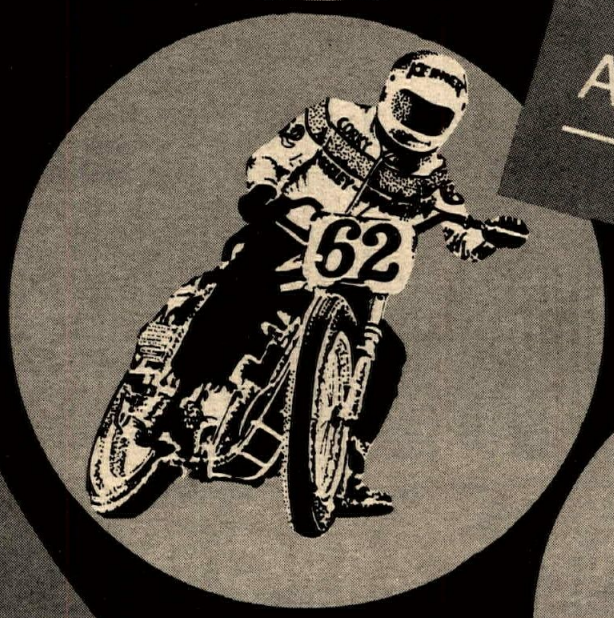
CYCLE NEWS®

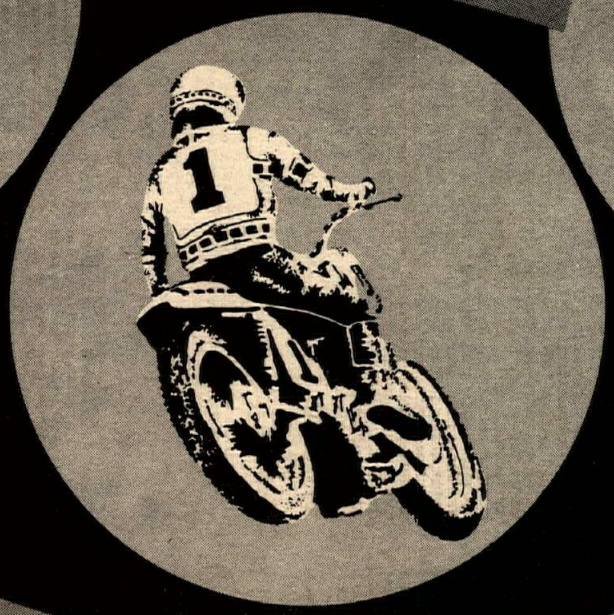
WEST Volume XII 8 : March 4,1975 50¢

Secret revealed!

How Sierra Club hikes over AMA's dead body

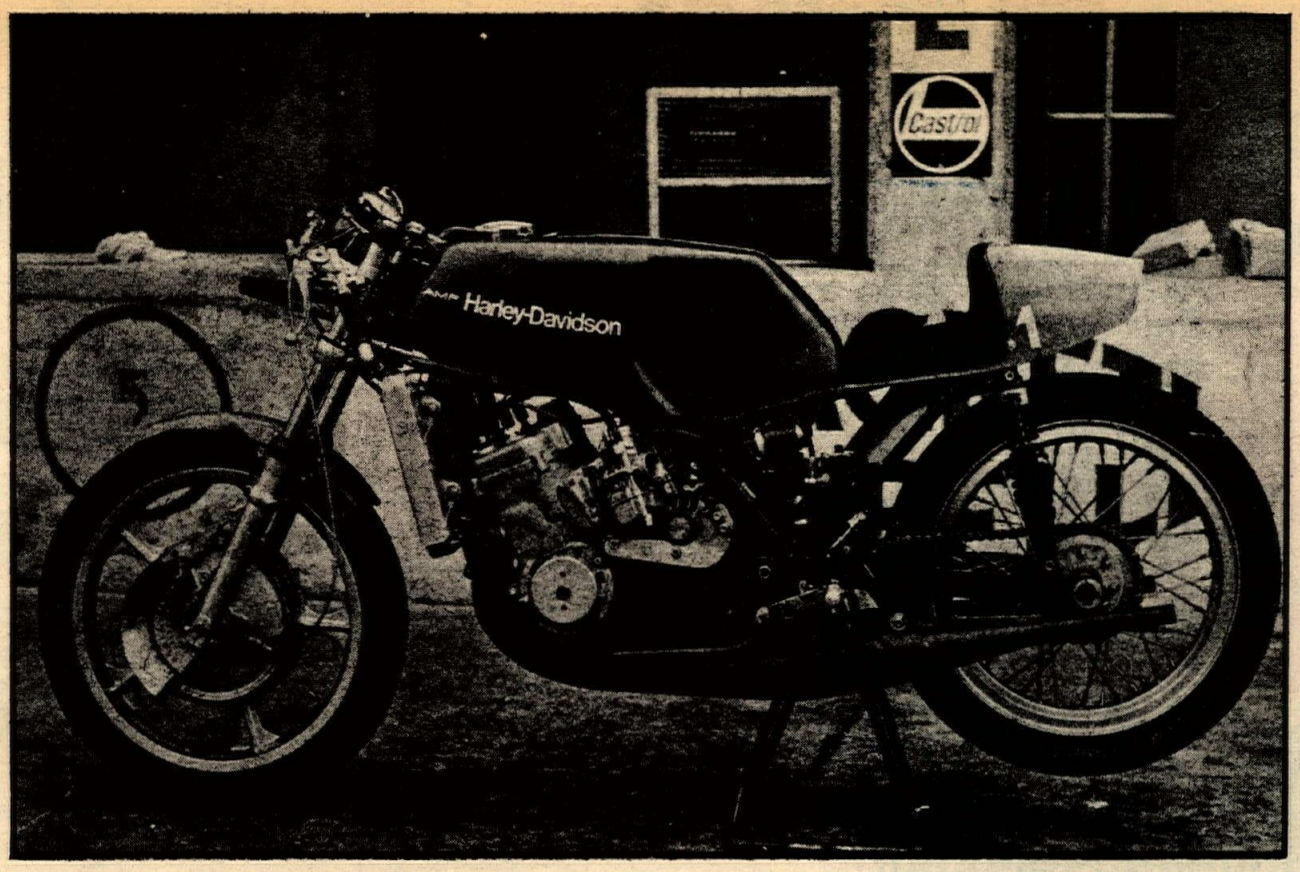
See Writin' Around



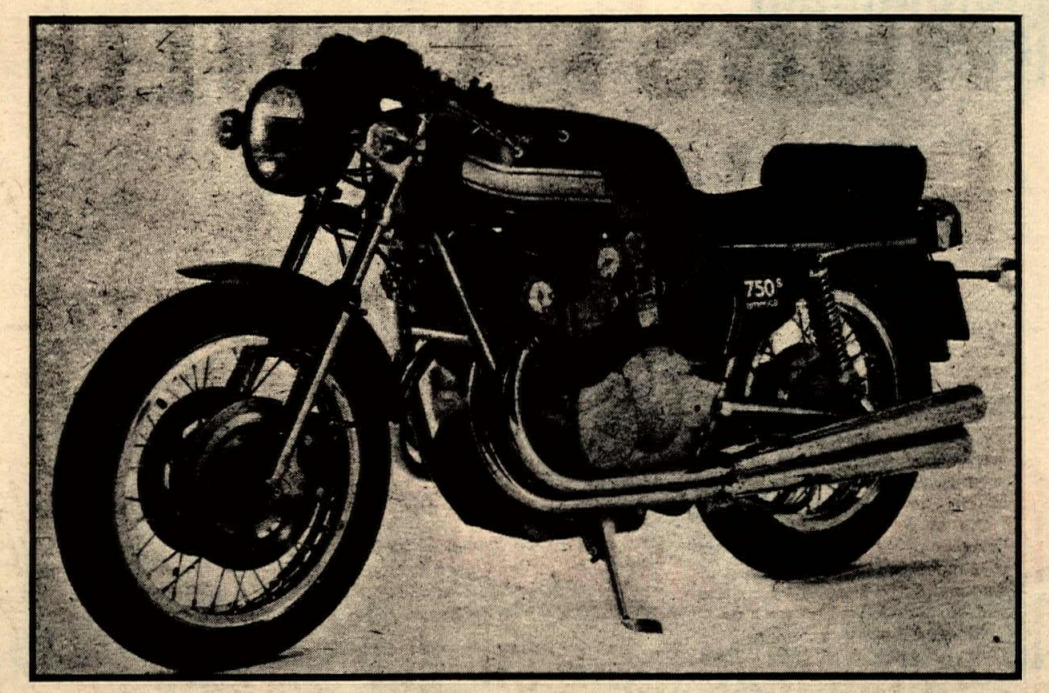


NEWSPAPER

TIM CLARK



Harley-Davidson's first 500cc world championship weapon may revolutionize road racing. Watercooled twin uses four Mikuni carbs, weighs 253 lbs. and makes 95 hp at 10,500 RPM. Transmission disc brake (visible under carb) is a H-D patent item. 25 are being built in the Varese, Italy factory at a cost of over $5,000 each.



MV calls their new 790cc, shaft-drive, double-overhead-cam four-cylinder road rasher the "750 Sportamerica." Makers claim the 507 lb. 5-speed will go 137 mph and make 75 hp at 8,500 RPM.

THE LATEST POOP BY PAPA WEALEY

The date of the Richmond Ramblers' Bearfoot Enduro has been moved 'way out from April to October 5, 1975.

Whoever lifted the picture of the founders from the Reseda Women's Club on or about the night of SoCal MC awards bash, listen up. The SoCal club, to keep good relations an' all that, will offer $10 reward for the return of the picture, no questions asked. Call (213) 848-2458.

March 10 is closing date for mail entries to the V.O.T.E. Two Day Trial at Texas Canyon, California. Experienced riders only, please.

Classes in motorcycle awareness, riding, and maintenance are being scheduled this spring by ABC Unified School District's adult education schools. Call (213) 926-5566 and ask for Dorothy Dubia.

Mid-America Trials Team sent us their 1975 schedule, headlined by their Two-Day Quarry Cup Trial September 6-7. Reader-riders in Kansas or Missouri (K.C. area) call (816) 836-1752 for more skinny, or pick up a copy of "Central."

Sponsors of the Tulare, California U.S. Motorcycle Jamboree (set for Memorial Day Weekend) will offer a free courtesy booth at the commercial exhibits hall to every significant motorcycling association that wants to put its best face forward. Call Jim Scott (415) 969-0125.

Out of 43 helmets submitted for recent D.O.T. (Federal) testing, 42 "failed." What does that mean? It means they could have split wide open, or the stickies fell off. The government won't say which is what.

Speedway Motorcycle League, Inc. last week sold its third team franchise and the fourth sale is in the final stages. Full info on the season, etc. will be announced at a press conference in Los Angeles soon.

Manufacturers, distributors, watch out for unauthorized persons trying to promote free products by saying they are "testing" them for Cycle News. If anybody tries it, check with us, please.

"We've had earthquakes, floods, inflation and recession . . . now they want to put a motorcycle park in our neighborhood!" one long-suffering resident of Sylmar, California exclaimed. Somebody should explain to the locals how the proposed city park in Lopez Basin is a blessing, not a disaster.

BLM got its enforcement authority, tacked onto a "land and water conservation" act that slipped through unnoticed last September or October. The Bureau hired "enforcement specialist" Pete Silvain six weeks ago as Branch Chief for Law Enforcement and desert rangers may soon start carrying guns.

Horseback riding groups in Los Angeles are supporting motorcyclists' efforts to get a recreation area for bikes in the city.

David Aldana's suspension was lifted on appeal. He'll ride Suzuki at Daytona.

Papa owes Ike Eastvold an apology for saying he exaggerated the theft of ancient Indian stone carvings from a desert site. Over a ton of petroglyphs were hauled out sometime in the spring of 1973, like Ike said. Our wrong information came from Desert Magazine and Papa is sorry.

Santa Ana College (California) is offering four classes in motorcycle overhaul, maintenance and repair. Ask Steve Sieleg, Instructor (714) 547-8421.

Husqvarna bought out its two regional distributors and will merge its U.S. operations by July 1.

And MV's 500 also has the engine-mount brake plus inclined Ceriani gas shocks under test. What with Ago screaming at Yamaha for a faster bike as well, the FIM 500cc Championship is sounding like a three-way donnybrook in the making.

Dick Mann's road racing school at Sears Point has been moved up from April 12 to March 22. Got that?

Remember 10-year-old Mike Lauxen (pictured in a recent issue) on his "trials" Honda Mini-Trail? Well, he beat the Lame Camel by 40 points at a recent ATA meet. Way to go, Big Turkey!

SoCal Sidecar Championship, sponsored by BCA and the Sidehack Assn., starts March 2 and will go for a series of 10 races, all at Valley Cycle Park, near Moorpark, California. Heavyweight and lightweight classes will run for a $1000 series purse. Call (213) 886-7055 for info.

A Los Angeles Boy Scout Post is looking for a sponsor and adult leaders either full or part-time. "Some aims of our post are to create a better image of dirt bike riding, maintain or improve the environment through thoughtful and intelligent riding habits and keep riding land open," writes Andy Komescu. Volunteers apply at 2107 Federal Avenue, Los Angeles, California 90025.

Sunday, March 2 marks the year's first professional TT at Ascot. That's also the date of the D-37 Coyote Derby, and the Chaparrals called to remind us they will not charge extra for post entries.

Lost dog: If you found a female mixed Shepherd at the Badgers' desert race, call Bob Brownell at (714) 624-6341. He misses her.

Ah, the perennial English! Their latest world-beater is a Norton-developed trials chassis designed around an Ossa engine. Dare we believe?

Californians, write to your state Assemblyman and Senator and ask him to support AB 475 (Z'Berg) which gives an OHV-Fund grant to Sacramento County for the purchase of McGill Motorcycle Park.

Most likely prospect for state cycle park purchase in southern California is Bean Canyon. Letters to Director William Penn Mott, State Parks & Recreation Dept., Box 2390, Sacramento, 95811 will help speed things up.

(Continued on page 31)

Houston

The AMA's 1975 Grand National series opener January 31st and February 1st at the Houston Astrodome provided an auspicious season start for the new Norton Triumph American Racing Team.

In a field of 140 entrants, Team rider Mark Williams combined a third in the TT Steeplechase with a fourth in the Short Track event to grab First Place in the AMA National Championship standings.

Watch out for Norton Triumph

Norton Triumph Corporation, 2765 East Huntington Drive, Duarte, California 91010. Phone (213)359-3221.

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ON THE FRONT PAGE: Incredibly dialed-in cover design by Tim Clark.

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Edna Mewton, Secretary to Publisher.

Advertising
Linda Clark, Advertising Manager. Gil Brown, National Advertising Manager; Chris Kolbet, Advertising Assistant.

Editorial
Charles Clayton, Editor; Lane Campbell, Assistant Editor, Bobi Scott, Secretary and Calendar.

Art & Production
Catherine Lampton, Art Director; Nancy Gray, Advertising Art Director; Hector Aguilera, Lab Technician; Marion Hatashita, Typographer.

Circulation
Rheba Smith, Manager; Pam Hobbs and Chris Andrews, Assistants.

Accounting
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Services & Support
Mike Colikas; Randy Davis; Bill Runyan; Jeannie Dunivan, Receptionist.

West
P.O. Box 498, Long Beach, CA 90801. (213) 427-7433; L.A. Line 636-8844.

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VOICES OF THE WEST

Papa Baby!

The one thing women's sports seem to forget is that breasts do have their ups and downs. I've found that a longline bra can serve two purposes (kidney belt and flopper stopper).

There is also an idea we can borrow from the "flapper" era – a binder made of two pieces of cotton cloth sewn together with two small darts at the sides and one in the middle. Then add bra elastic to the sides with hooks sewn like other bras, and cotton straps.

Either of these ideas work well, though neither are all that comfortable. Guess you can't have everything . . .

KATHY HENNE
Seattle, Wash.

One gripe

I rode the URA Frosty Cactus and thought it was one of the best. However, I have one gripe . . . .

Midway through the second section, there were two bad bottlenecks. That's not my gripe. About 45 minutes after I had finished, I went out looking for a broken-down rider and to my surprise found the course had been changed, the bad sections eliminated, making it easy to stay on schedule. I didn't mind my loss of time here, because I thought 90% of the riders would have the same difficulty.

There is probably no way to straighten this out now, but clubs should remind their members that once a race or enduro has started, the course should remain the same for all riders.

LEE ADAMS
Long Beach, Calif.

Look around

The recent syndicated article by Dr. Hayakawa prompted much soul searching, as I am an avid motorcyclist as well as a "concerned citizen." Concerned that we may, in fact, be doing irreparable damage to the desert.

Is there any *accurate* evidence as to the degree the desert is damaged as the result of a competitive motorcycle event? Has the AMA or some other motorcycle organization sponsored such a study so that we could address ourselves to specific problem areas, if they do exist?

There just may be something to what we keep hearing, but for the preservation of the sport shouldn't we get off our bikes for five minutes and look around us?

JOHN C. SUTHERLAND, JR.

That's the trouble with cars

"The Latest Poop" (February 11th issue) stated that Malcolm Smith sustained a broken wheel in the Parker S.C.O.R.E. race. Malcolm confirmed that a ball joint broke and not his Cragar wheels, which ran the entire distance.

JOHN McNEIL
Compton, Calif.

Getting the shaft

A recent Papa Wealey item mentioned an unfortunate accident involving an open mine shaft on BLM lands. I feel that some mention should be made of a recent project of the California Association of Four-Wheel Drive Clubs. In cooperation with the BLM, this group was responsible for marking numerous mineshafts in the Randsburg-Barstow area.

I feel it might be appropriate for some of the D-37 clubs who race the area to get together with the BLM in a massive program to finish the work. Unless the vehicle-oriented desert lovers volunteer their efforts, the job will never get done. If we want these "death traps" eliminated, we've got to take the initiative.

BOB HAM, C.O.R.V.A.
Sacramento, Calif.

Desert downer

I read with great dismay the articles in the February 4, 1975 issue of Cycle News pertaining to the cancellation of the Baker-to-Vegas race this year. I personally look forward to only a few events each year, and Baker-to-Vegas is the one that we prepare for most of all. I believe that I can honestly say all of us who ride DRA events from Fresno are greatly disappointed.

It seems to us that the environmentalists are winning on this event no matter what we do. If the race is run, it will aid the lawsuit against the BLM, and if it isn't, all of the riders who would have ridden the event are penalized. Are we ever going to win?

Perhaps a petition to the BLM would help, I don't know at this point, but it is very upsetting to have one of the finest events of the year cancelled because we have to wait and see how much damage we do to rocks, sand, and sandwashes. Amazing isn't it?

MIKE PRISELER, 193X
Gobblemores
Fresno, Calif.

Mr. Campbell:

In reply to your recent letter concerning detection of motorcycles at signalized intersections, as you state, the presence or motion of motorcycles is not always sensed by the vehicle detectors. This is a matter of concern since the motorcycle is a legal motor vehicle and motorcycle operators are subject to the laws governing automobile operators.

Until recently the technologies used in detector manufacturing has not included the sensitivity necessary to effectively detect vehicles ranging from a lightweight motorcycle to a heavily loaded semi-trailer rig. Fortunately, much of the detector equipment being installed today does have the necessary capability. The Federal Highway Administration is presently involved in research efforts which have the objective of developing designs for more sensitive and effective detectors. The National Electrical Manufacturers Association (NEMA), Traffic Control Systems Section, an industrial group of traffic signal equipment manufacturers is currently developing industry standards for such equipment, and is aware of the need for motorcycle sensitive detectors.

Although this matter is not one for which the National Advisory Committee on Uniform Traffic Control Devices can recommend an immediate solution, a copy of your letter will be forwarded to that body for their information. Please be assured that the Federal Highway Administration is cognizant of this problem and will continue to promote the necessary changes in design or application of traffic control devices to accommodate the increased population of motorcycle operators.

ROBERT E. CONNER, Chief
Traffic Control Systems Division
Office of Traffic Operations
Washington, D.C.

Sounds good, but what do we do in the meantime? . . . L.C.

Volunteer

A while back in Cycle News, there was a suggestion to improve communications for politically active bikers. I'm volunteering to take phone numbers and addresses of bikers in the Santa Ana area to establish a quick-reaction unit for dispersing any information that may come to my attention.

If each local area had a unit like this, we could be much more effective and well-informed.

MARTIN MAEDING
2244 Judith
Santa Ana, Calif. 92706

Easy questions

My dad and I want to start racing in the desert and riding enduros, and would like to know what clubs to join. Do you think we should join the AMA and District 37 or the DRA and District 37? Do you think we should join a local club? If you would print or send some advice and addresses it would be greatly appreciated. We would like to start racing soon.

KIRK DAFFRON
W. Covina, Calif.

Kirk, the answer is "yes" on all counts. See Club Guide in Cycle News back issue No. 3, 1975 . . . Editor.

Reply to Ron Schneiders

In your "Gambit" of January 28, you mention a "B" rider winning the Iron Horse as a lottery. Maybe some enduros are won by lottery, but if you'd done some research, you'd have found the "B" rider who won isn't exactly a plug, having already a "B" class win along with a lot of desert trophies.

Now Ron, I feel any time a "B" rider wins a district run, he has to be riding with an "A" rider, keying off the riders around him, and knows what he's doing in the riding department, which this rider was doing and did.

You seemed to feel the Iron Horse was easy. I didn't think it was a killer, but it wasn't as easy as you state. If you would ride the whole enduro and stay on time, you would have a different outlook on some of the runs you write about.

. . . Your tie-breaking suggestion has got to be the biggest laugh since Nixon said he wasn't a crook . . .

I'd also like to comment on a bad misconception of enduro danger markers. I am always seeing assinine statements that danger markings are set up at course speed averages. *Why?* In every enduro I've run, I've had to exceed the average to stay on time. If you mark the course as a hare and hound, you have plenty of warning whether you're going slow or fast. You have nothing to lose if given a warning too soon, but you'll mash your melon if you get a warning too late. Please don't take this as a criticism of any person or club, only the stupid policy . . .

LEROY M. MILLER
Huntington Beach, Calif.

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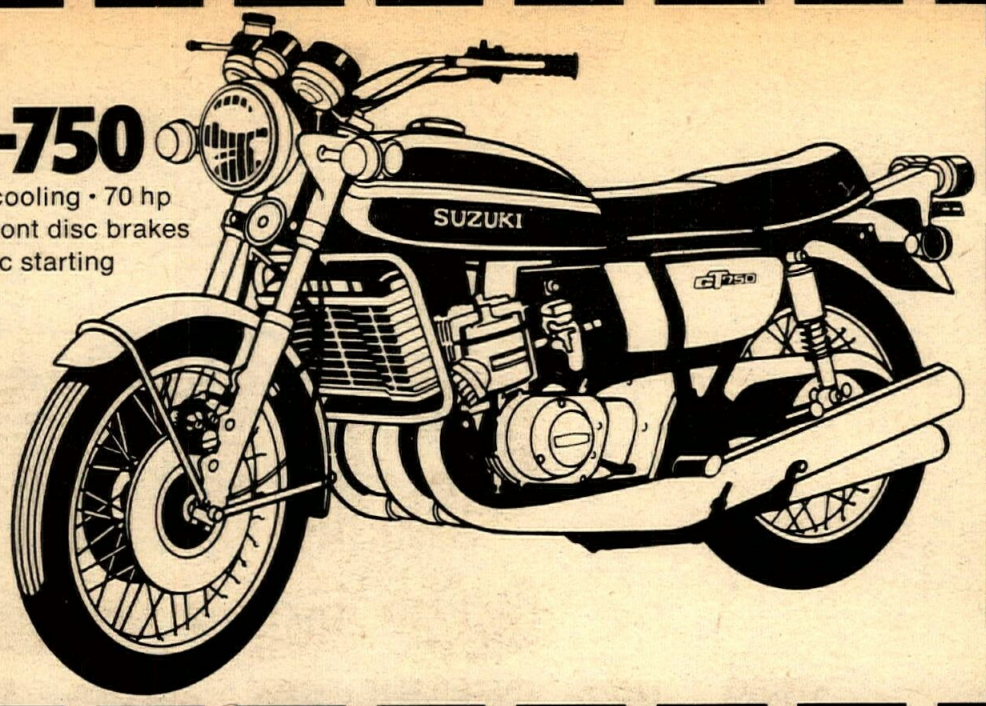

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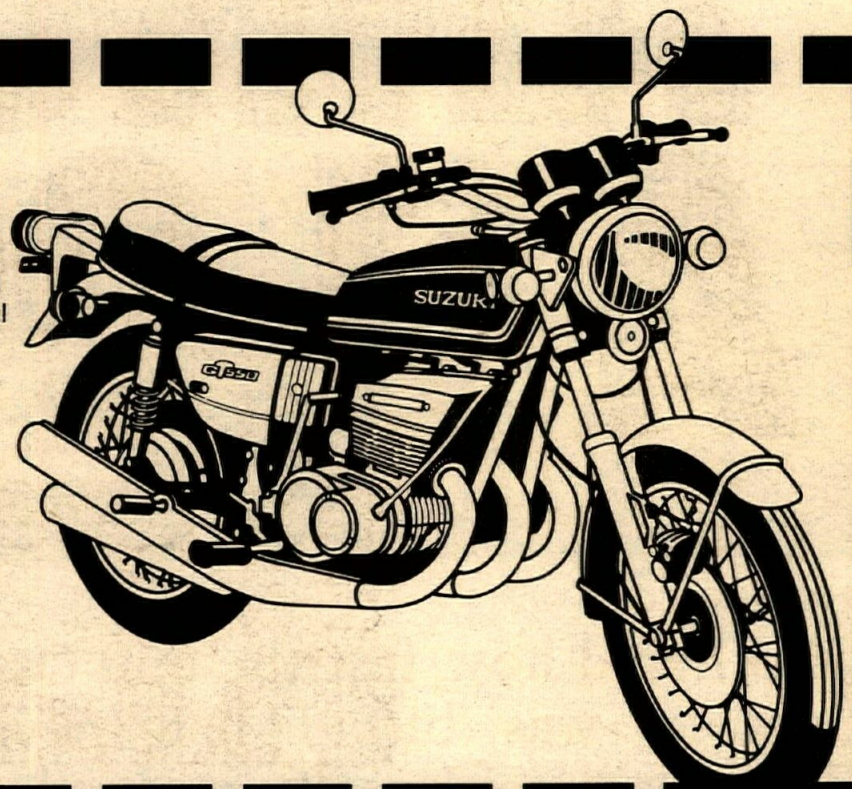

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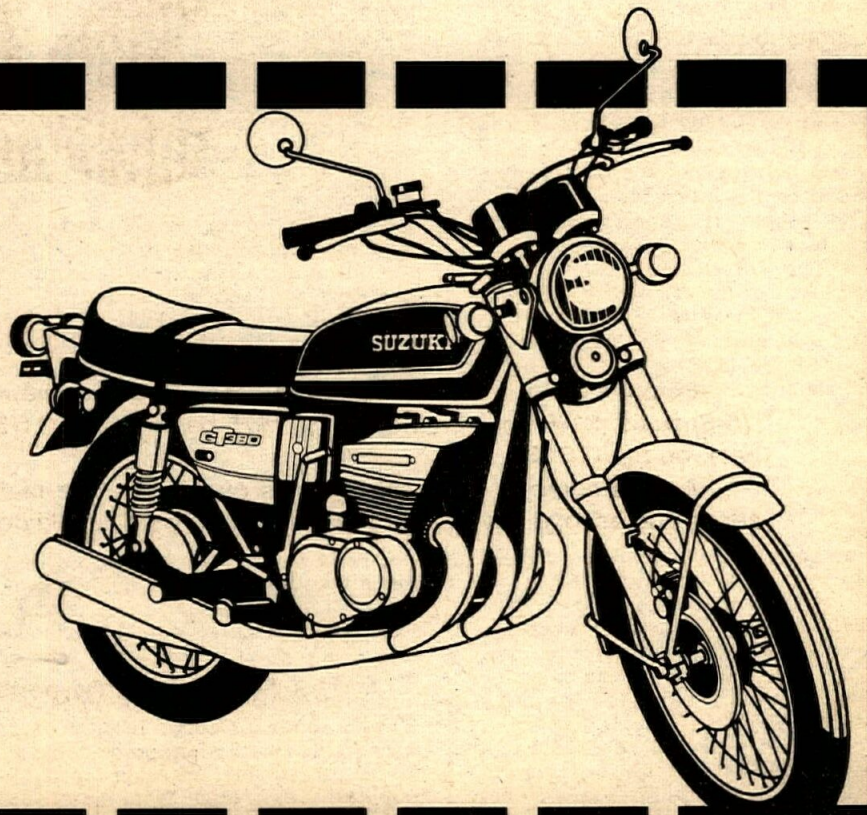


Racer-testing the Desert Phantom

By Dick Wright

I had heard how fast the 250 Ossa Phantom was but I had never ridden one, so I really jumped at the opportunity to test the desert

version. The best way to test a race machine is to race it, so we picked up a new box stock 250 Desert Phantom, from Mid-Valley Cycle and got Jeff Wright to break it in for us at Indian Dunes. He put an hour on it before he opened it up, by then he was used to the quick handling. There were a couple of Expert Open class riders on the course so he got in and mixed it up with them, putting on quite a show. At the end of the day we asked what he thought of the bike.

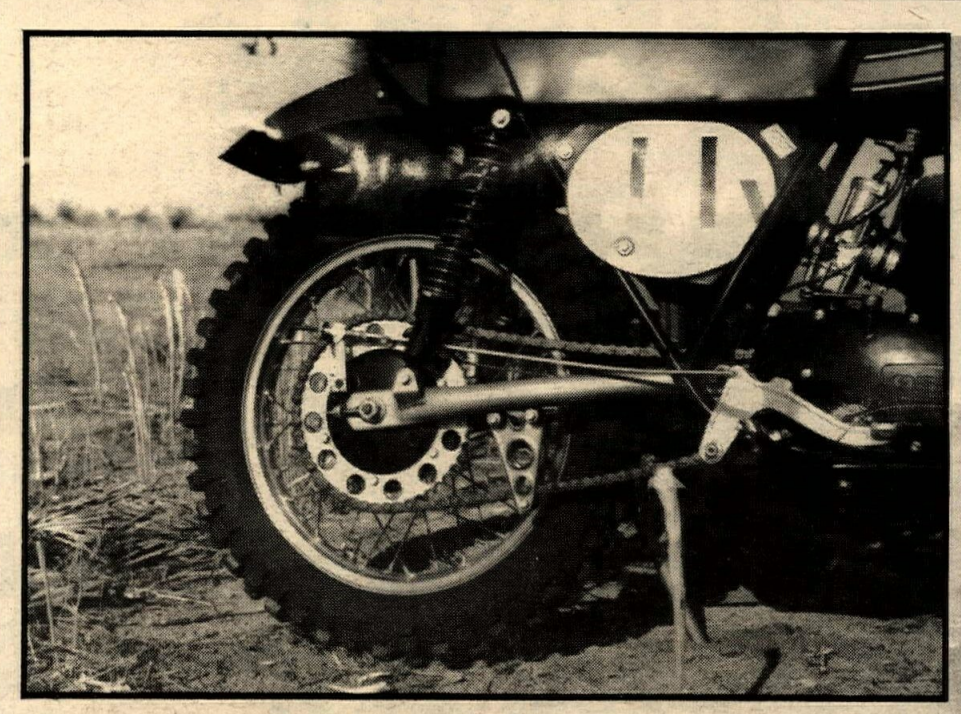
"It's neat and it's very responsive. It took a couple laps to get used to the quick handling, but once I found out just what it would do, I just threw it in the turns and powered around in a controlled slide, so light you can do anything with it and not lose it. It's a good compromise between a slider and a squarer, comes out of the corners fast, and has good brakes. I really would like to race it. I think it's ready as it is."

We took the bike home and checked it over, then took it next Sunday to Valley Cycle Park. I rode three practice laps, the front end came up on me going up the choppy bad hill, and I got into a few slides in the turns. It had more power than I expected so I adjusted, moved up forward on the seat, started rolling the throttle a little slower and using a higher gear. I didn't lose any speed, but I was getting less "R's" and more traction, feeling that I had everything under control. I rode three 15-minute motos without any trouble or blisters, and I didn't get tired.

The reason is, it's so easy to ride, you don't fight it, just relax. It makes an average rider look good.

Why is it so easy to ride? To start with, its weight, a svelte 207 pounds, good wide power range, and super handling. Everything has changed from the old model Ossas, everything but the gas cap, and all for the better. The Desert Phantom differs from the Motocross by a one inch longer swinging arm, a .040 inch gasket under the head for lower compression, no cut on the piston on the intake side, two pounds heavier fly wheel, (which gives you more hill climbing traction) and wider gear ratios. First gear is very low and it will pull right out from a quick walk in second gear to as fast as you want to go. The point is you don't have to shift very much because it has a wide power band, plenty low end muscle and lots of R's.

A Desert machine should be checked out in the desert so Jeff and I took our red racer to Hi Vista, California (one of our favorite spots). We made a couple of 20 mile loops and found that the bike is very stable on the whoop-de-doos, and in the sandwashes. In other words, the rear end didn't pitch from side to side and the front end went where you aimed it, instead of following all the ruts. The rear shocks seemed a little stiff. I think I would put lighter oil in for a better ride. The gearing it came with (13/50) seemed to be OK on the rocky hills as well as the open boonies.

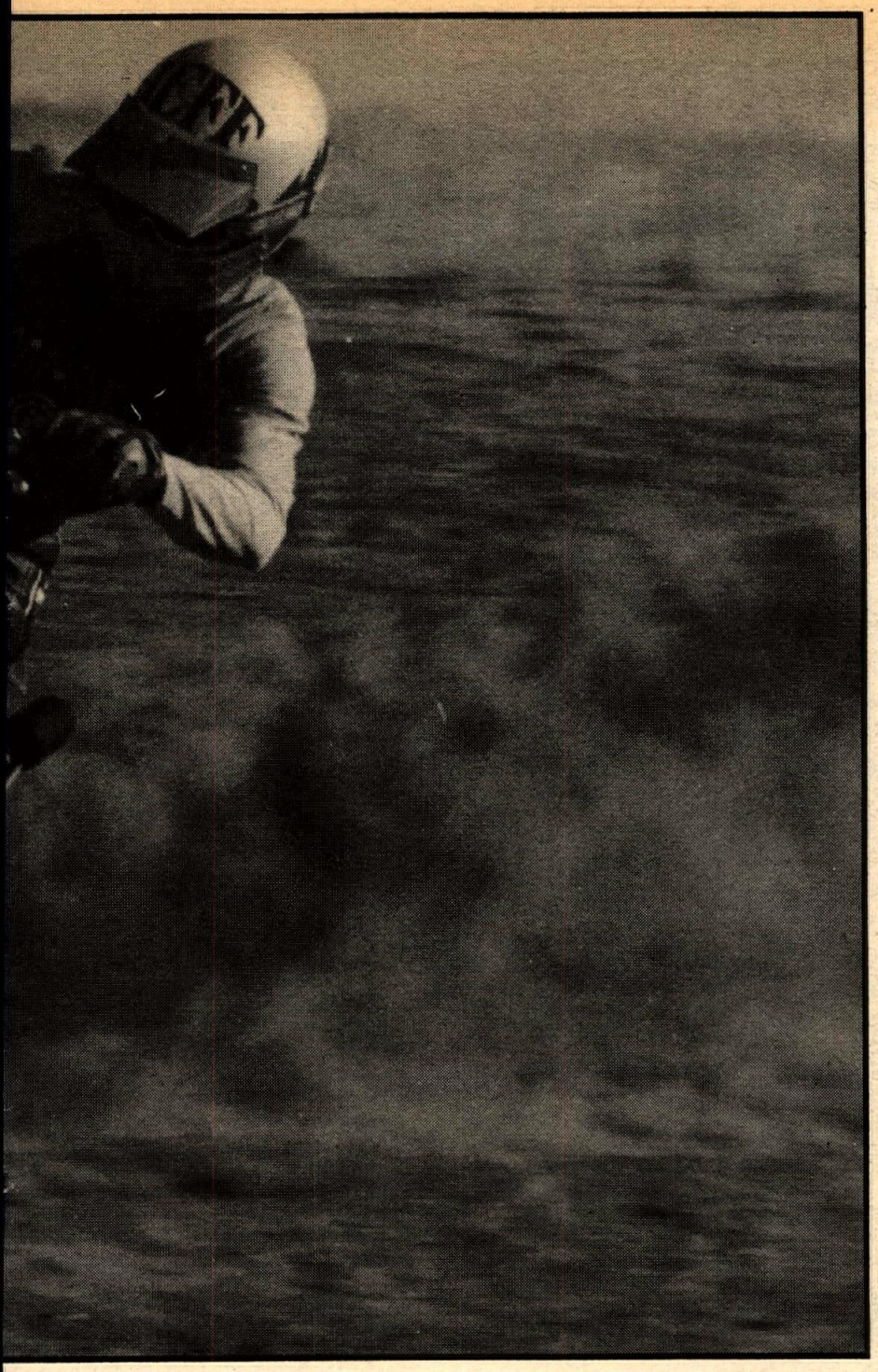


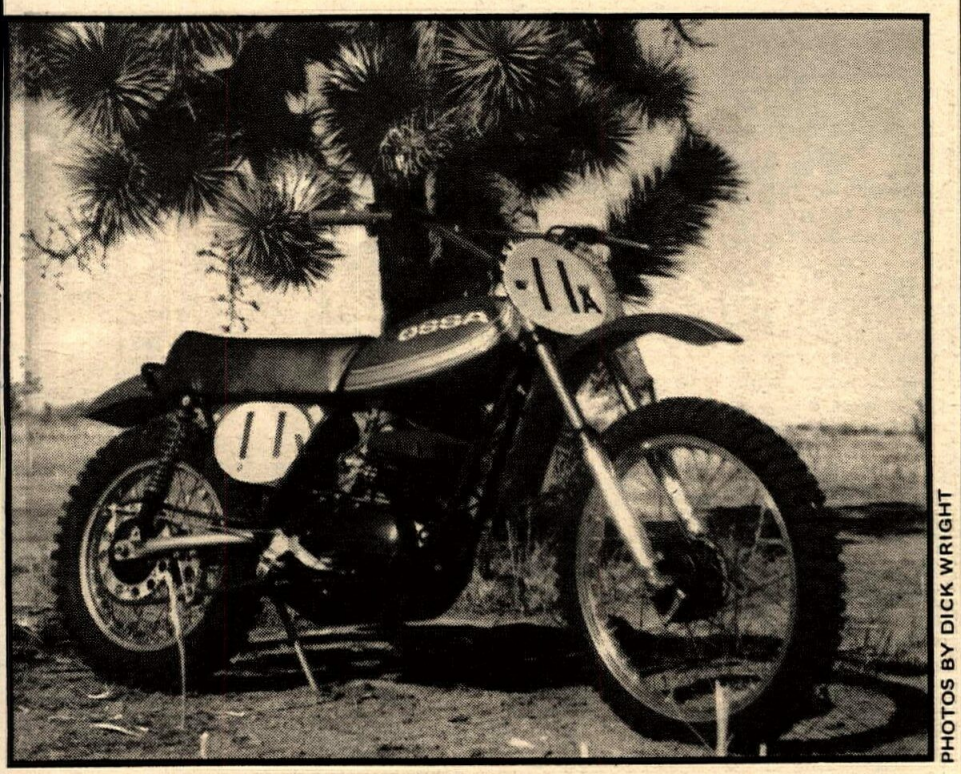
Alloy everywhere — swingarm, chain guide, brake pedal. Rear seemed a tad stiff when new.

We took the stock silencer off and put on a one and one-eighth J&R silencer. Jeff rode it across the open desert and I clocked him at 70 mph. (I was on a fire road parallel to him.) "I figure that's fast enough across the boondocks in and out of the pucker bushes," Jeff said, "it would do the job in the desert, it's race ready."

The Ossa was a very dependable bike, with very good workmanship and good hardware on it. As Jeff Wright puts it, "The Betor forks have eight inches of superior absorption. They absorb the shock and pounding instead of the rider." Betors shock the rear. The three and one-half gallon fiberglass gas tank doesn't feel large.

It pulls a 450x18 rear tire like you can't believe. The five speed gear box shifts very smoothly. With a Motoplat solid-state ignition, it's easy to start, and jetting the 36mm Bing was easy. Just





PHOTOS BY DICK WRIGHT

Desert racer in its element. Jeff calls it "a compromise between a slider and a squarer."

leave the 162 main jet in, and let her go.

To sum up, the Desert Phantom has a little of everything for everybody, the serious racer, the desert racer, and the cowtrailer. You name it and it can do it well. Jeff would like to ride it at the upcoming Great Bear GP at Riverside Raceway. As for myself, I would like to win a couple more Old Timers races at the local MX course. We say you owe it to yourself to check this bike out. ●

Specifications

Suggested retail	$1598
Wheelbase	55.3 in.
Weight (claimed)	207 lb.
Displacement	244cc
Bore x stroke	72 x 60mm
Gear ratios	2.78/1.92/1.43/1.17/1.00
Fuel capacity	3.1 gal.
Tires F/R	3.00 x 21/4.50 x 18

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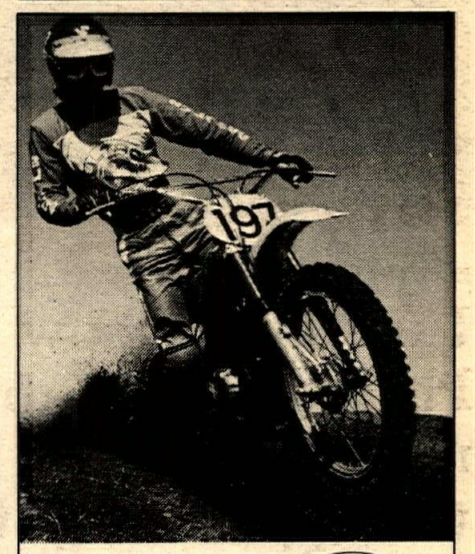

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MIKE KLINGER

Tom Watson showing winning form in the 250 Novice class.

Taki scores NRA

By Mike Klinger

ELSINORE, CAL., FEB. 23

With almost perfect racing conditions, the members of NRA gathered at Rawhide Park. The day started with this reporter noticing a "real shoe" during the practice session, Toby Taki (Mon). Sure enough, at the end of the day Taki had captured the 250 Expert division. After a restart of the first moto in the 250 Experts, Taki led from wire to wire.

Real racing developed with the combining of the Open Experts and the 250 Experts, when Taki and Clay Musolf (Kaw), an Open Expert, thrilled the spectators with towering airborne leaps off the high speed straight-away jump. Taki and Musolf diced-it-out the entire day. With the beginning of the third moto, Taki led the way. Dana Nelson (YZM), who was tired of taking a back seat twice from Taki, took the lead with half the moto to go. Taki cruised in with a second place finish and a first overall.

Other action saw R. Tuzinsky (Hus) being challenged for 250 Beginner honors in moto one but wrapped up motos two and three with hardly any effort. •

Staten scores again

By Andy Hayt

IRWINDALE, CAL., FEB. 21

Rex Staten won all three 250 Pro motos on a very cold and dusty Irwindale track.

Jeff Vidic (Mai) led off the first moto with Dave Pessy on a new Montesa second and Staten third. On the next to last lap Staten took Pessy and went after Vidic, who could not hold him back and Rex went on for his first win of the night.

Second moto, Vidic led the start, closely followed by Staten. Rex got Vidic on the third lap, and motored off to his second victory.

The third 250 moto found Pessy leading with Staten close behind. Rex passed him on the second lap and held off a determined Dave Pessy for the win.

Dave Taylor rode with great style and beat Ray Lopez (CHI) and Tim Lunde for the overall win in the 125 Pro class.

Luke Messer, back for the first night this year, beat Rex Staten in the first and third 500 Pro motos.

CMC would appreciate if riders would not ride, but push their bikes to the starting gate. There was another pit racing accident in which two riders were badly hurt. •

Results in Results Section.

Digging for traction, Toby Taki.

MIKE KLINGER

ANDY HAYT

'Nuff said.

Croft conquers CMC for record

By Andy Hayt

CARLSBAD, CAL., FEB. 23

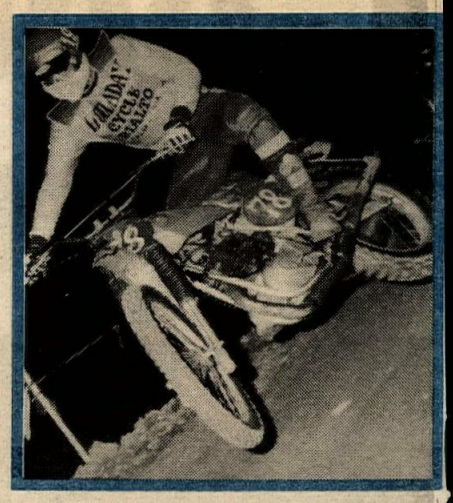
Tommy Croft dominated both the 125 and 250 Pro classes for the fourth time this year. Croft has now won the last six 125 Pro motos in a row. This is a new CMC daytime record.

In the first 125 Pro moto Tom Croft (Hon) led the start, closely followed by Mike Bell, Jim Domann, and Terry Turner. On the second lap Marty Smith moved up from fifth to third place, but Smith's progress was soon halted by a seized motor. Tommy was never really challenged, and went on to take victory number one.

At the start of the second 125 moto, Croft again grabbed the lead. On lap number two a rider named Moates took the lead away from Croft. However, Moates soon crashed in a turn and Croft again took the lead. Fighting his way up from sixth to second place was Danny LaPorte (Franks). LaPorte passed Croft and the two raced neck and neck for two laps before LaPorte broke his chain. Poor Marty Smith had moved into fourth place when once again his Honda seized. Tommy Croft took the checkered flag and both 125 Pro motos.

Croft continued winning from the start of the 250 Pros. Mike Stearns (Yam) followed in second place with Rich Grafton trailing closely behind. Grafton passed Stearns and went after Croft. Grafton almost caught him at the finish line.

Mike Yorba (Mon) got a good start and led Tom Croft, Gary Ogden (Yam), and Rich Grafton. Ogden moved into second after passing Croft on lap two, then took the lead away from Yorba. Croft turned on the gas on lap four and rode by Ogden on the uphill. Mike Stearns took over third after Grafton fell at the bottom of the downhill. Stearns passed Ogden and moved into second and almost caught Croft at the finish.



Outta' shape and outta' sight, Rex Staten at Irwindale.

Wayne Boyer (CZ) won the first 500 Pro moto when he passed Pierre Karsmakers (Hon). Karsmakers was getting ready to pass Boyer on the downhill when his swingarm broke. He went into a spectacular fall, but received no injuries. •

Results in Results Section.

Ascot pilot program

By Maureen Lee

GARDENA, CAL., FEB. 21

More than one rider had problems Friday night at Ascot although they shouldn't have. Unlike the week before when wind dried out the track, Friday was perfect and the increased traction caused interesting situations on the starting line with riders who hadn't much skill at keeping the front end down.

The Minis started it as they lined up for their one heat. Starter Rockwood dropped the flag and four of them slid off the back of their bikes. The front straight looked a bit messy to say the least, strewn with bodies and machinery. Nothing was hurt but pride, but the next start three of them got a real jump on the starter who didn't pull them back for another start but let them have at it.

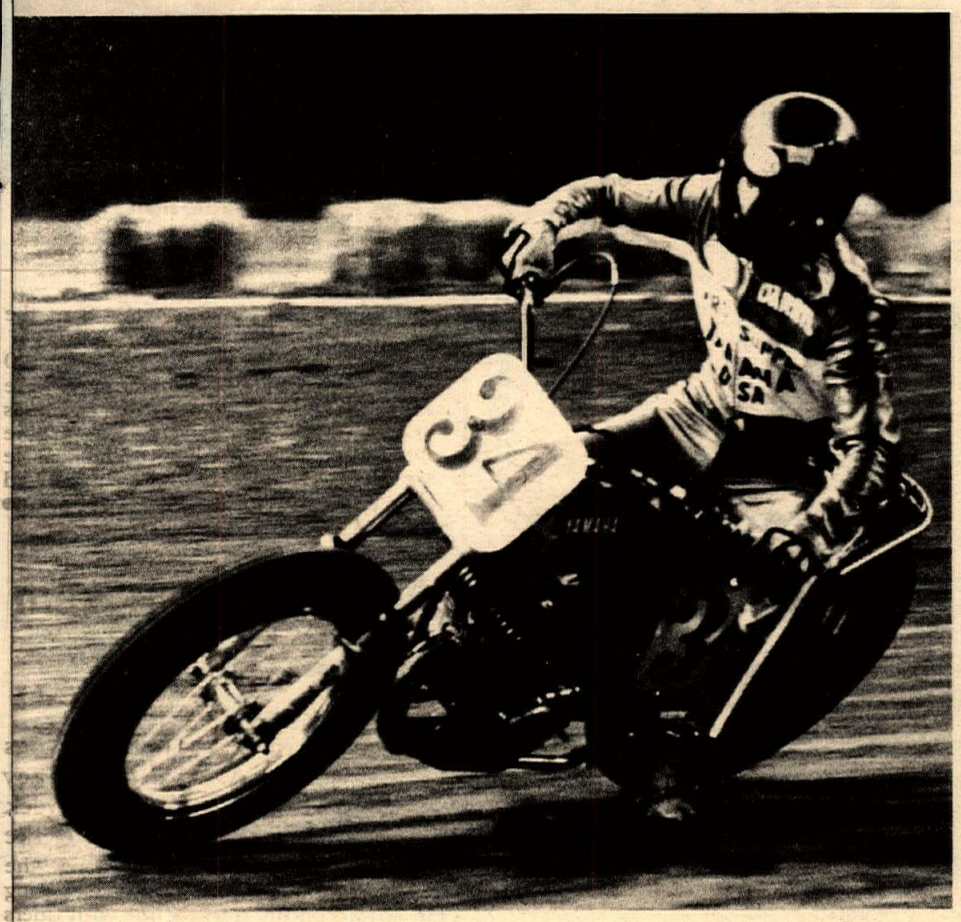
Pat Richmond (Yam), who won last week, had to start on the "Winner's Line," row three this week which is a rule that will keep things a bit more even as the weeks go along. It hurt Richmond who couldn't make it right up to the very front although he certainly did a lot of passing. Tulare's Mike Garrison (Yam) took the lead with Don Howard (Yam) and Pete Hanes (Hon) after him. Howard took the lead and never lost it but behind him Pete Hanes got himself all tucked in on his Honda going along the back straight and got into second.

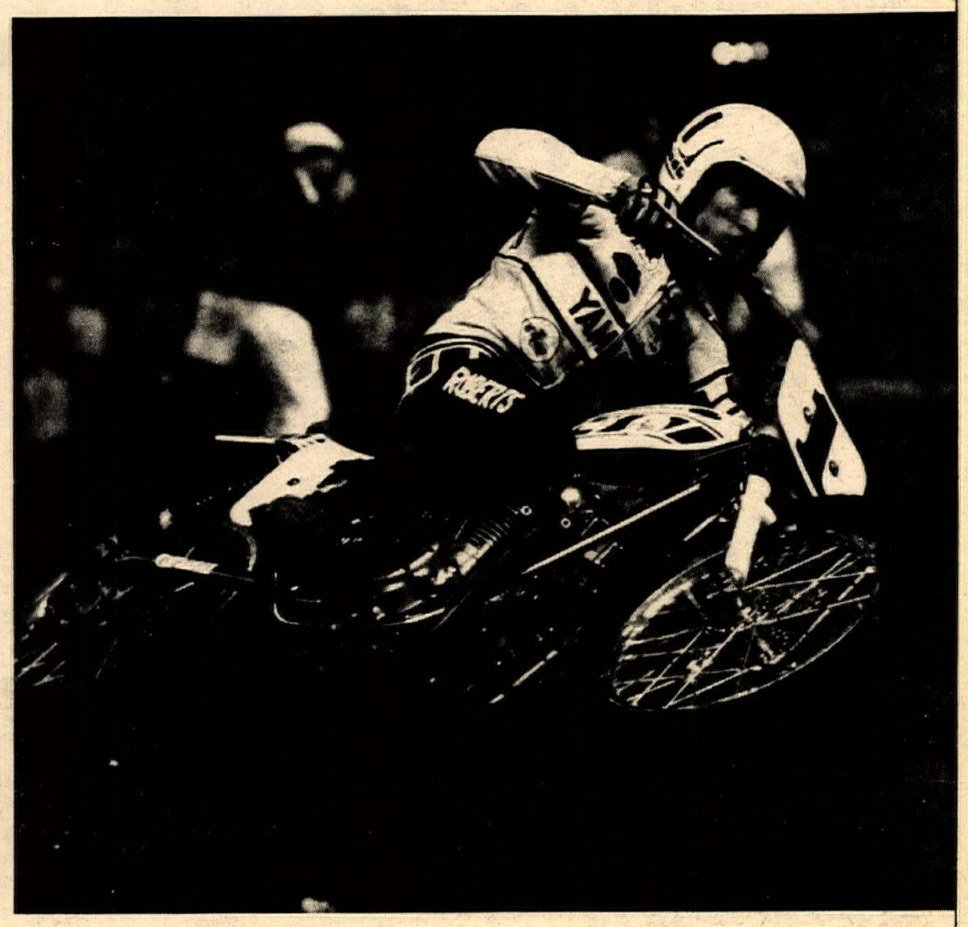
The 250-360cc class is the big one of the night with the riders going for transfer points if they're professionals and for trophies. The first heat didn't see the bigger riders doing any better than the minis. At the first flag drop one of them had his bike rear and on the restart two of them went down. When they finally did get away it was Kenny Shropshire (Yam) from Bakersfield who shot out of the pack to get a good lead. There were eight heats compared to last week's six showing the growing interest in this pilot program and the racing in each of them was top notch.

Rick Marquis (Hon) had his gearing right on as he grabbed the lead right off in the second but almost dumped it. A lap or so later another rider lost it and in falling almost took Marquis with him. Rick hung on but lost valuable positions and had to go to the first of two semis. He won that and Tom Avoian (Yam)

(Continued on page 15)

Goodyear Eagle D/T Sweeps Houston





EAGLE D/T

In the first AMA Grand National event of 1975, in the Houston Astrodome, the Goodyear Eagle D/T continued its domination of dirt track racing as Kenny Roberts captured the TT title on Eagle D/T tires, front and rear. In the Short Track event it was Darryl Hurst on a D/T rear. Both men led from the start.

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Goodyear Eagle D/T Record in 1974 AMA Grand National Dirt Track Championship Competition

TT RACES

Race Event	Winner	D/T Tire(s) Used
CASTLE ROCK	Gary Scott	Rear
PEORIA	Kenny Roberts	Rear

SHORT TRACK

Race Event	Winner	D/T Tire(s) Used
HOUSTON ASTRODOME	Mike Gerald	Front & Rear
SANTA FE PARK	Kenny Roberts	Front & Rear

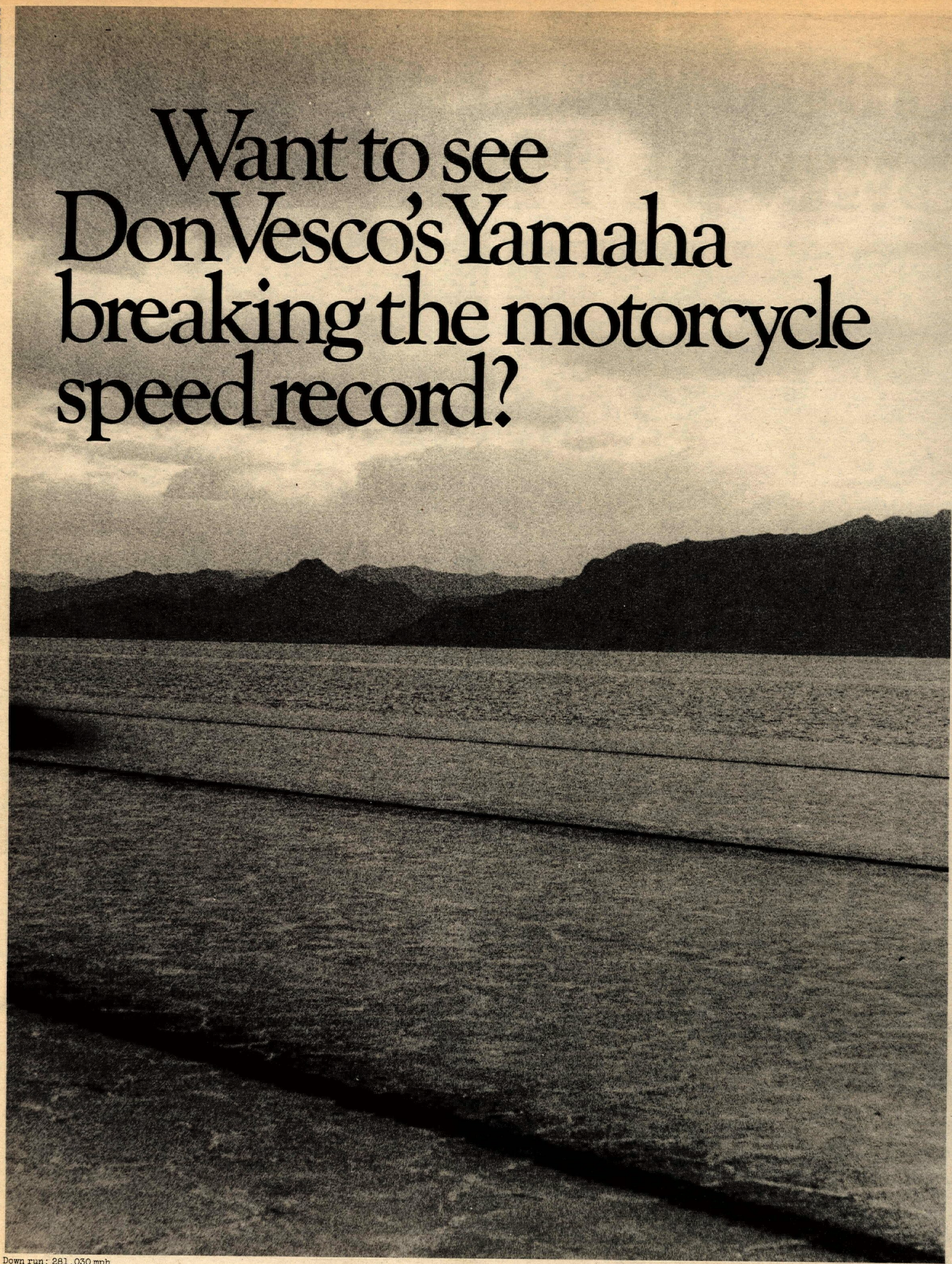
HALF-MILE DIRT TRACK

Race Event	Winner	D/T Tire(s) Used
DENVER	Mert Lawwill	Rear
LOUISVILLE	Corky Keener	Rear
COLUMBUS	Mike Kidd	Rear
TOLEDO	Rex Beauchamp	Rear
TERRE HAUTE	Corky Keener	Rear

MILE DIRT TRACK

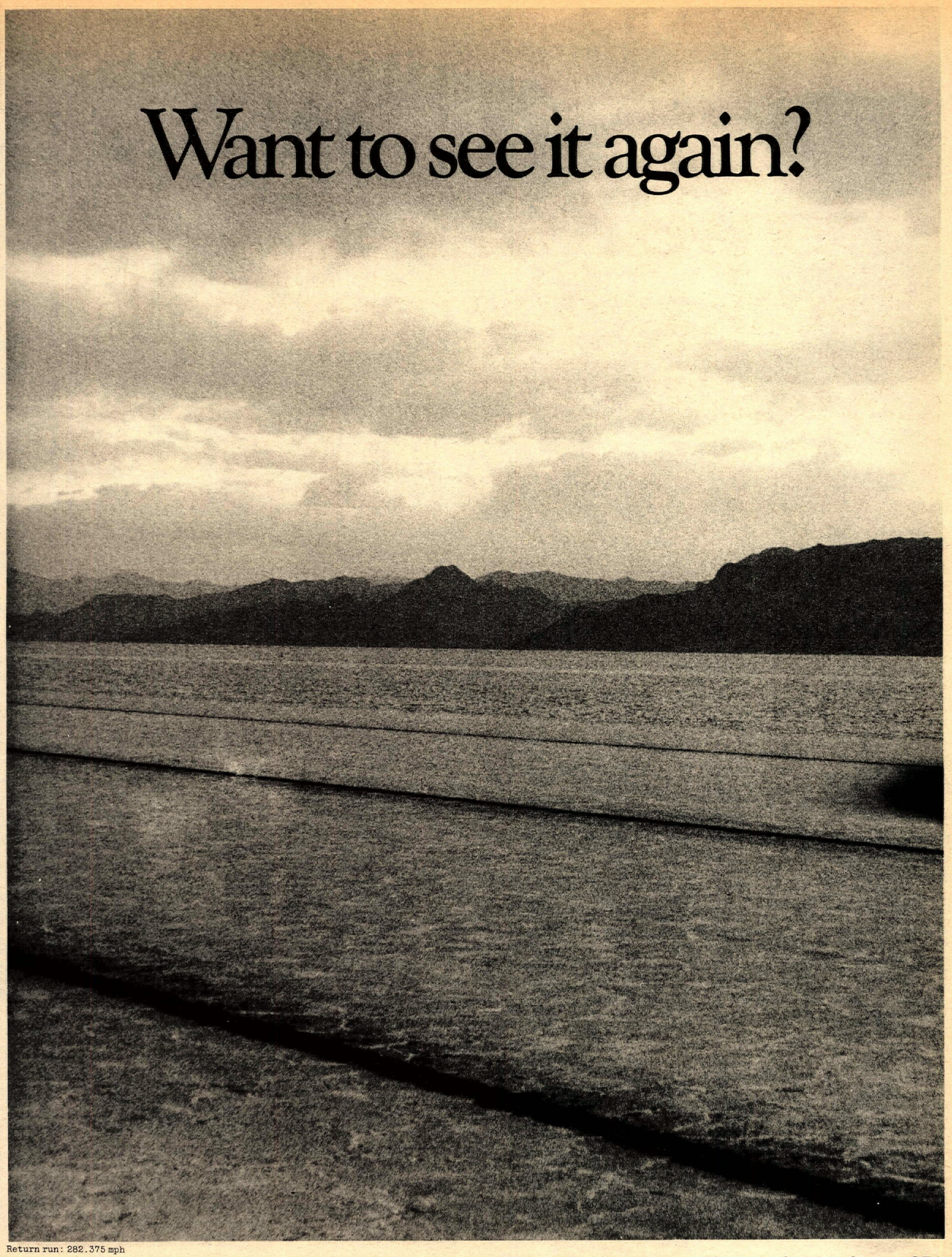
Race Event	Winner	D/T Tire(s) Used
SANTA CLARA (5-19)	Kenny Roberts	Front & Rear
SANTA CLARA (7-7)	Gary Scott	Front & Rear
INDIANAPOLIS	Gene Romero	Front & Rear
SYRACUSE	Hank Scott	Front & Rear

Want to see Don Vesco's Yamaha breaking the motorcycle speed record?



Down run: 281.030 mph

Photos courtesy Cycle Magazine



Return run: 282.375 mph

Actual photos taken of Don Vesco's world speed record run at Bonneville Salt Flats, Utah, October 1, 1974. He used two Yamaha engines—the fastest, most reliable engines in the world. Someday, you'll own a Yamaha.

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(Continued from page 10)

the second. Tom's semi started with four of them going to the back row for behaving like jumping beans, which made for good racing. Greg Wilburn (Hon) and Jim Allison (Yam) had a real thing going but couldn't get to Avoian. Their semi was almost a full second faster than the first.

Vince Mead (Yam) had set the fastest time of the evening, a quick 1:15.09 compared to the other heats which were in the 1:16's through 1:18's but as he won the previous week it was the winner line for him. By now the track had gotten a bit cobby in the north turn causing a bit of a problem for some although they escaped really falling.

Doug Hannon (Bul) took the lead as the pack started sorting themselves out. Jim Wright (Yam) was really working trying to get Steve Fortune (Yam) who was in second. It became almost a blanket race with the second through fifth positions. One lap Steve Fortune and Jim Wright were drag racing the straight side by side as Wright was really going for a front spot. Greg Wilburn moved past Fortune and then Jim Wright was up to second with Vince Mead, who'd done a fantastic job coming from that back row, right on his rear wheel. As they came through the north turn on the final lap still led by Doug Hannon, Mead made his move and just made it to the flag ahead of Wright.

The 125 class was down in attendance a bit so it was not necessary to run a semi. Finish positions in the two heats determined starting line positions. Mike Minnig (Yam) and Wayne Rainey (Hon) each won a heat and for the main it was Minnig who took the winner's line.

Once again it was a blanket race with four of them side by side down the straight, the Yamahas of Eddie Lawson, Rich Delgato and Steve Woskoski all trying to catch Wayne Rainey and his Honda. Mike Minnig was flat hauling from that last starting position, passing Eddie Lawson and going after Rainey. By the end of the race he was nearly up to Rainey's rear wheel.

We wish we could give credit to more riders by name but without a full list of entries we can't. Even the announcer was having his troubles identifying you all but we hope to get better as the season progresses so bear with us. Wish Mike Minnig could see all the different versions of the spelling of his name we have from the officials!

It will be short track again next week followed by a short track version of TT racing on March 14th. If you haven't been out to see what it's all about, do so. •

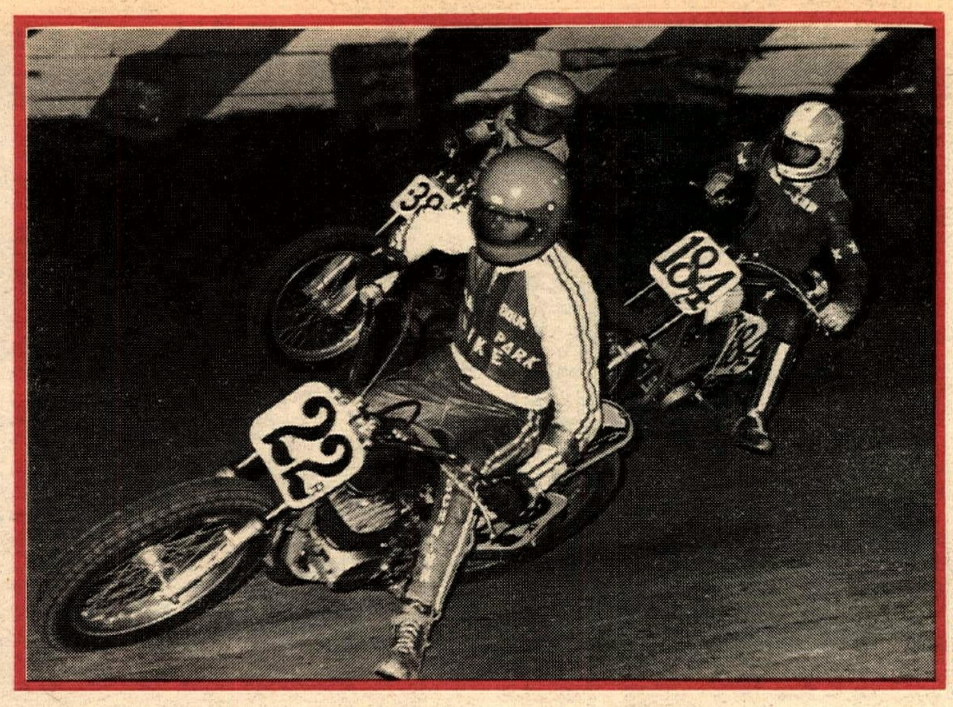
Results in Results Section.

AFM RR: Tigert beats Clough, Aksland crashes, Blakeslee laps field

By John Ulrich

RIVERSIDE, CAL., FEB. 23

Bob Tigert, usual underdog in Southern California 350 Production class road races, today rode out of arch-rival Scott Clough's sights here on Riverside International Raceway's long course. It marked the first time Tigert had the performance to deal with Clough on SoCal's horsepower tracks. Clough, winner of the 350 Production class at the Ontario National last year, had a battle just getting around and staying in front of Canadian East Coast Production Champion Ed Turjanica's Kawasaki 350 for second place. After the checkered flag, Clough stated that a recent modification had backfired and robbed the bike of needed low-end, and a countershaft seal blew as well, lubing the rear tire.



DAN MAHONY

Doug Hannon grabbing the inside line.

Clough came back in 500 Production to win easily despite his Honda losing all but fourth gear several laps from the finish. He defeated a field that included a Suzuki Rotary, which finished third.

Skip Aksland put his TZ 250 into the Turn Nine wall on the last lap of the 250 GP race. He had led up until the entrance to the turn. There, Jack Baker a friend of Tigert's sponsored by "The Shop" welding, passed Aksland and pullled ahead. Aksland in his own words "got a little over-anxious I guess – got 'er sideways" and crashed, escaping unhurt and undaunted. "I have a lot of extra parts," he said while asserting the bike would be repaired in time for Daytona.

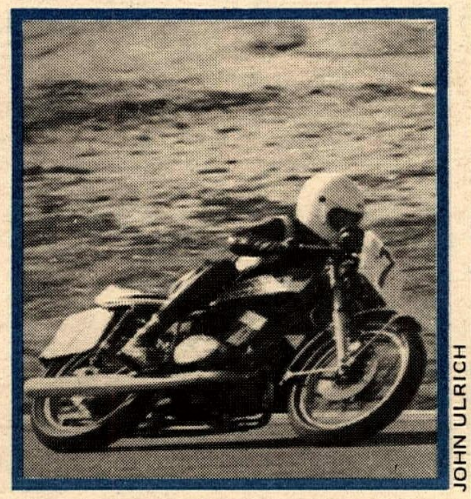
Whitney Blakeslee, in one of his occasional shows of brilliance, decimated the 350 GP race by lapping every other finisher. Un-asked for comment on his heroic feat, Blakeslee yelled "Yoo-hoo" from atop a camera tower outside Turn Seven. The affair was a fine show after Blakeslee's disappointing crash at OCIR last week.

It isn't every day that Yoshimura-mounted Mike Parriott finds himself behind a 650 Triumph half-miler wearing road race tires. Even so, that was exactly the situation as the Superstreet/Cafe race thundered down through the esses towards Turn Six. Pat Eagan herded the Triumph, without the benefit of a rear brake, around in first place until about halfway down the horrendously long Riverside straight, where Parriott pulled away. Eagan's give-no-quarter riding style has earned negative comments from many intimidated riders, but one thing stands out – the dude is fast, riding equipment that is out of its true element. Maintaining second against a flood of Kawasakis, Hondas, BMWs, and a Laverda 1000, Eagan blew up his engine on the last lap, just before Parriott did the same thing further down the course. Paul Unmacht (Lav) won.

Immediately following the race, 750 Production runner-up Jeff Steele's sponsor Dick Pearce became the first to claim an award under Yoshimura Racing's new contingency program. Asking for the $50 promised second-place finishers displaying Yoshimura Racing emblems, Pearce was instructed by Dale Alexander to go talk to the firm's business manager, who had already gone home.

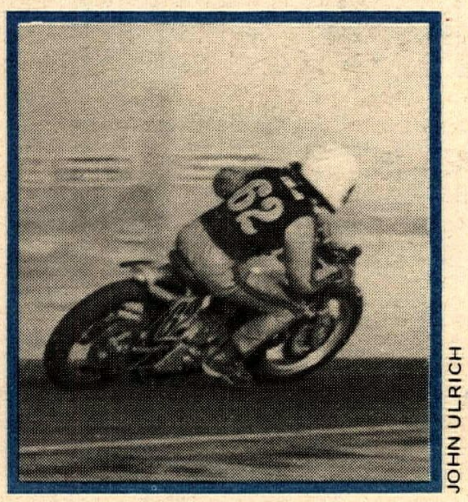
That's racing. •

Results in Results Section.



JOHN ULRICH

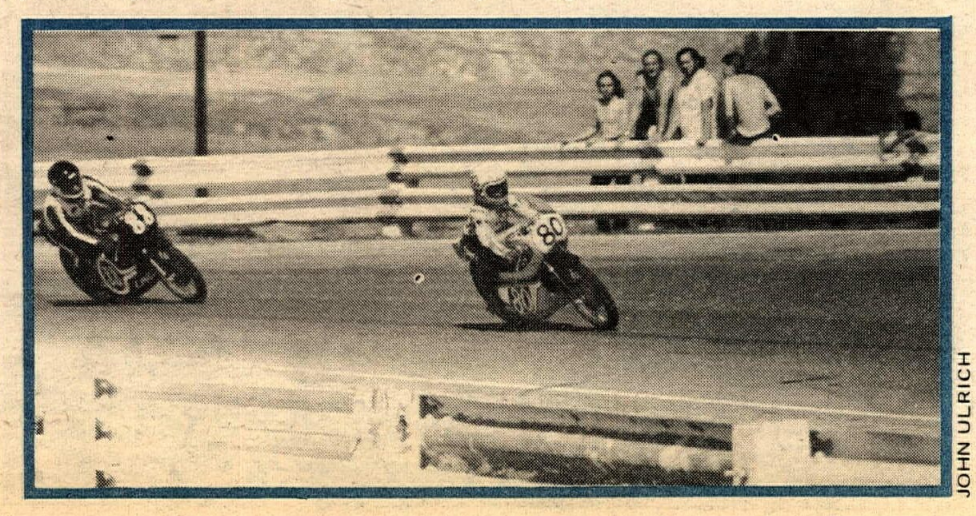
Tigert lets it all hang off.



JOHN ULRICH

Yes, that's a Triumph half-miler.

D-36 dirt track comer Randy (80) Mamola getting some pavement practice with Phillipe DeLespinay chasing.



JOHN ULRICH

Badgers' dusty "Cop-out"

By Jim Stewart

ADELANTO, CAL., FEB. 23

Some riders may have been leery to come to a desert race put on by a bunch of cops who ride dirt bikes on their days off but no tickets were given for going over 55 mph and no tests were given to those riders who like to indulge before the race Saturday, but some riders would have gladly taken a ticket in exchange for the blinding dust.

The start was delayed an hour because of the time change, at 10:30 the hand of the law dropped and the Amateurs and Experts headed for the fake smoke bomb coming out of a couple of small cans. Passing these cans first was Bill Becker paralleled byBenny Padilla, and they were both followed by Ron Wright and Bob Balentine.

Becker then broke his chain and fouled a couple of plugs, thus handing the lead over to the fast moving Wright. Wright held on to the lead thru the pits, followed closely by Balentine newly mounted on a 250 Husky. On the second loop while riding in the Novices' dust, Balentine slipped past Wright without him knowing it. When the Badgers accidentally waved Balentine on to his third loop, Wright rode into the finishing line thinking he was first overall. What a time to tell a guy he was second to somebody he didn't even see pass him.

Andy Kirker was next to finish, but he had a big disappointment coming to him also. It seems the Badgers caught him cutting off quite a good portion of both loops. So Benny Padilla received the good news that he was actually third overall, instead of fourth.

Larry Roeseler finally got his 250 Harley to stay together long enough for a finish and the wait was worth it, taking fourth overall, third 250 with a flat front tire. Following the rare desert Harley, was constant top finisher "Smokebomb" Gaetz for second Open Expert.

For the next three places it looked like a Checker club party, with Birdie fourth 250, Jim Sumners third Open, and Terry Davis fourth Open, following in "Smokebomb's" tracks who is also a Checker. Then came a Rover and a Sled Rider to break up the party. The Rover was Ronald "McDonald" Pinion and the Sled Rider was none other than Dean Modessett.

Former Amateur winner Howard McCasland had to settle for second place in the Open class behind Pinion this weekend, the same was true with Tracy Walters, who still picked up the 250 Amateur win. Tracy tuned Mike Arbogast and his Husky hid in the dust for second 250 Amateur followed by Wade Rob, Bill Binion, and Bruce Ogilvie, who was also riding a Harley.

Dave Bowman tried out a monoshock 400 Yamaha for the first time this weekend and liked the results, third Open Amateur ahead of Craig Tucker and John Magarro. Tom Kelly, D.C. Williams, and Jack Wada filled in the top three spots in the 175 class.

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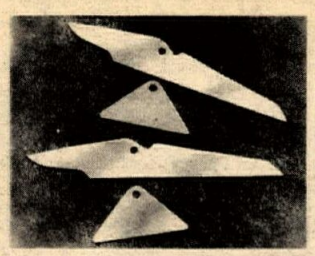

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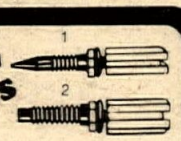

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Local hotline cont'd.

It is a good thing that Bill Friant's Penton brought him in for second 175 Expert, he dropped the trans out of his van during another one of his Saturday night before the race antics, and might have to ride his Penton home. Mark Zimmerman riding a '71 AT-1 Yamaha battled with Friant the whole way, and pulled it right behind him at the finish. Mission Hills' Gary Conner and Penton rider Frank Keepers Jr. rounded out the top five in this class.

After finally finding the right combination to his Hodaka, Chris Weber flew to first Trail Expert, which is sure to please Tiger Distributing, who was getting tired of sending him new engines every week.

Robert Myers has won several times as a Trail Amateur and picked up another win this weekend before being transfered to the red division. Tom Allen, Larry Froliech, Darin Cartwright, and Joe Lockhart all have one thing in common as Trail Novices, they all have two digit numbers, and maybe this is why they finished one through four in their class. Experience counts, as no one knows better than Will Eveland knows. He was first Old Timer Trail and has an earned trailbike number lower than any of these young hot-dogs.

In other specialized classes, it was Bud Goosen, Jerry Herrin, and Tom Widick in the Old Timers, with who else, Trudy Beck, Kathy Anglin, and Barbara Tieskoetter doing something of the same in the Womens division.

Good thing that next weekend is an off one, as it may take some riders a week to clear the Adelanto dust they inhaled during the race. If you do happen to get pulled over on the way home from a desert race some weekend, show him your Badgers' finishing pin, it may help. ●

Results in Results Section.

Calico Ghost Run

By Ron Schneiders

BARSTOW, CAL., FEB. 16

The Calico Ghost Run was originally named because it started on the edge of the famous ghost town and ran over the old mining roads and through some of the picturesque tunnels in that area. Today, it is no longer possible to use the Calico area for competition, so the SRA moved to an area south of Barstow on the Old Barstow Road. To preserve its tradition, however, buses are hired to take wives and pit crews over to Calico, while the competitors ride the enduro. Both busfare and entry to the ghost town are paid by the SRA. Three bus loads made the trip this year and those who went had a much longer stay than was anticipated. Because of the very high winds (gusts up to 62 mph according to the Weather Bureau) the highways in the Barstow area were closed and the buses were not allowed to leave until early evening.

The wind also played with the competitors. Riders found themselves blown off their intended course, and in a few cases, off their bikes entirely. Running one gear lower than usual was the rule all day long and gas consumption ran pretty high. The wind also made for very cold riding.

Usually in reports on enduro courses it is necessary to qualify statements pretty carefully, saying, "It was a good course for family-type events," or "it was a stiff, competitors' course," or something similar. The SRA course this week seemed to achieve a rare balance, making it a good course for any level of rider.

The first loop (the only loop ridden by "C" class girls and kids on minibikes) was 31.3 miles long and scheduled at 18 and 24 mph. The terrain was about 50 percent flat desert trail, about 30 percent sandwash, and the rest generally rocky with Barstow's own brand of disagreeable square rocks.

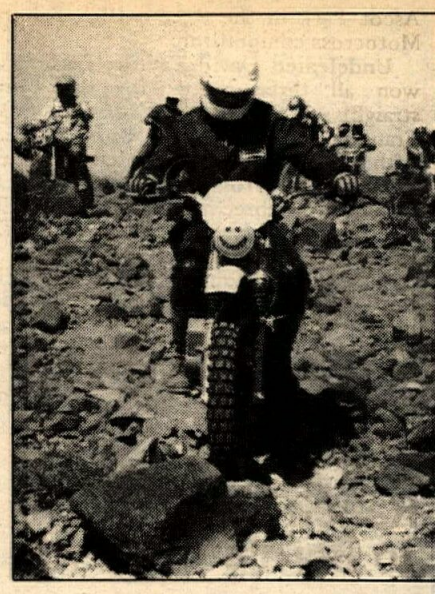
It seemed to me that the rocks might be a bit much, so I talked to some of those who were obviously beginners. One girl, about 14, who was waiting patiently at the top of a hill for her brother, told me she wasn't having any problem, but she was a little concerned about her 11-year-old sister! A kid about nine riding a bike that looked like something lost off a charm bracelet said he was having trouble going fast enough, but he was making it all right. There was even one dude making it along on a Suzuki road bike, and quite a few who were riding double. There seemed to be about 150 girls entered. As soon as the number of girls entered in a family run exceeds the total number of entries in a District 37 run, I'm going to make a motion that the District dissolve itself. There were three checks on the loop and, after all the rough stuff, there was a short break for hot or cold apple cider.

Loop two was eight miles longer (39 miles total) and just a shade rougher than loop one. Experienced riders had to keep moving right along to hold the schedule and the less experienced riders were late. Near the end of the loop a bunch of riders had difficulty with a steep uphill, some of them trying it several times without success. Finally when they decided to try to find a way around it, they were forced to ride the marked course, which didn't go up the hill at all! A short, steep downhill pitch on the course gave some of the less experienced riders a bit of a thrill.

SRA club honcho Ron Vincellette is not riding these days, following a get-off at the Christmas run which probably followed one too many of the free Christmas eggnogs and brandy that his club supplied. This may account for marking which I did not think was quite up to usual SRA standards. You could always find the course, but sometimes you have to look around for it. As far as I could determine, the times and speeds were quite accurate. They had a total of 1800 entrants this year which makes this close to the most popular event in the area. If those I talked to were a good sample, there will be even more next year.

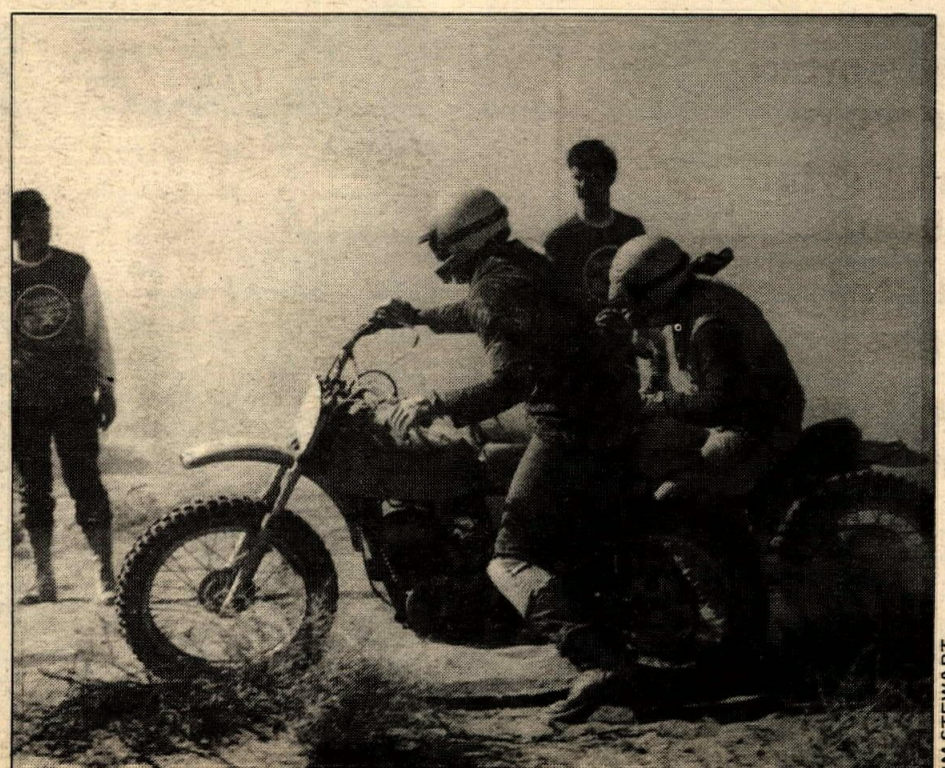
There was another tragedy at this run: Twenty-two-year-old Rick Bailey apparently ignored the flagman at a road crossing, was hit by a car, and died enroute to the hospital. The CHP who investigated the accident said neither the SRA nor the driver of the car was at fault, as far as they could determine. ●

Results in about two weeks.



Smile.

Crew members spectate the drag race out of the pits.



JIM STEWART

Road racing the alleys of Austin

JULY 30 – AUG. 3

Austin Centurions present the 1975 Aqua Festival Motorcycle Rally and the AMA District 29 Texas State Tour. Registration headquarters will be the Holiday Inn South on IH 35 at Town Lake. Entry fee of $16 includes Aqua Festival Motorcycle Road Races, the only motorcycle road races on city streets anywhere in the world, on Sunday; two Fest nights, Friday and Saturday entertainment, tour pins, four great Texas-size meals, three tours, over 30 trophies and awards for tour participants.

Write P.O. Box 191, Austin, Texas 78767, for Registration Forms.

Hotel reservations, at the Holiday Inn, may be made by calling (512) 472-8211 Attention: Nancy Huey. ●

S.A.M. MX

By Tom Blattler

GARDENA, CAL., FEB. 15

Don Miller, a ninth-grader at Hamilton Junior High in Long Beach, scored his second straight win in the 125 Beginner class at

Ascot Park in the S.A.M. High School Motocross competition.

Undefeated David Taylor (Pasadena) won all three motos for the third straight week in the 125 Experts. Franklin's Kelly Owen, who finished fifth in the last year's high school Super Bowl of Motocross competition, placed second in all three motos for the second week with Vince Van Hook of South Hills High placing third.

125 Junior Don Huizing scored his third straight overall victory, but two new riders captured the 250 classes. Otto Vanden Bosch (Franklin) and Steve Maxwell (North) won the Beginner and Junior divisions respectively. •

Results in Results Section.

Ranch Bernardo to Bernie

By Lane Campbell

RANCHO BERNARDO, CAL., FEB. 16

If you weren't there, you missed a good one. The weather was so fine, the grass so green, the moist soil so sensuously tractive, the 19-section loop itself such a pleasant ride, you could have fived every trap and still had a good time.

The loop wound through the backside of the Rancho Bernardo winery area, on private ground near San Diego where, apparently by working a co-existence pact with local horsemen, the trials riders are perfectly welcome. Parts of the trail passed through grassy wooded areas that were more NorCal than SoCal in character.

The traps for the most part were difficult without being dangerous. Novices got a special workout, as their scores ranged from winner Scott Parker's 14 to our resident turkey's 141. The Novice traps emphasized lots of control in tight turns and off-camber turns, interspersed with a couple of good loose rock climbs and some practice at boulder-jumping in Novice Trap One.

Am/Ex Trap Nine was a case-basher in spots. This was the easy part.

With five hours to ride four loops, there was little time pressure, so riders had plenty of time to read the sections and little reason to motocross the trail between traps. This is well, because the loop trail was good trials footage throughout, especially the long downhill with two abrupt rock steps at about mid-slope.

Bernie Schreiber (Bul) rode a two point third loop, putting together a 27 point score to blow away the Expert class. Mark Eggar brought a Honda in next at 46, and Marland Whaley had to claw his way up to third Expert after a disheartening series of fives early in the trial.

Dan Sivadge, whose family covers trials, speedway and motocross, beat Papa Dean Pagel by 13 points to take the Amateur class, while newly-transferred Ray Soffa, gathering no moss, took third to begin accumulating transfer points all over again.

PHOTOS BY LANE CAMPBELL

Greg Lersch on the way to a clean at Trap 19.

Bob Nickelsen (at ninth Expert) is back on his 125 Honda again. It's deliberate. Bob says he's setting himself a goal: to turn in the best 125cc performance in this year's AMA National series.

The San Diego Trials Riders laid a good one on us. Special thanks to the checkers who were sitting in the wind turning blue while we riders were working up body heat. Good case for reviving the ol' custom of "bundling," huh? •

OSSA

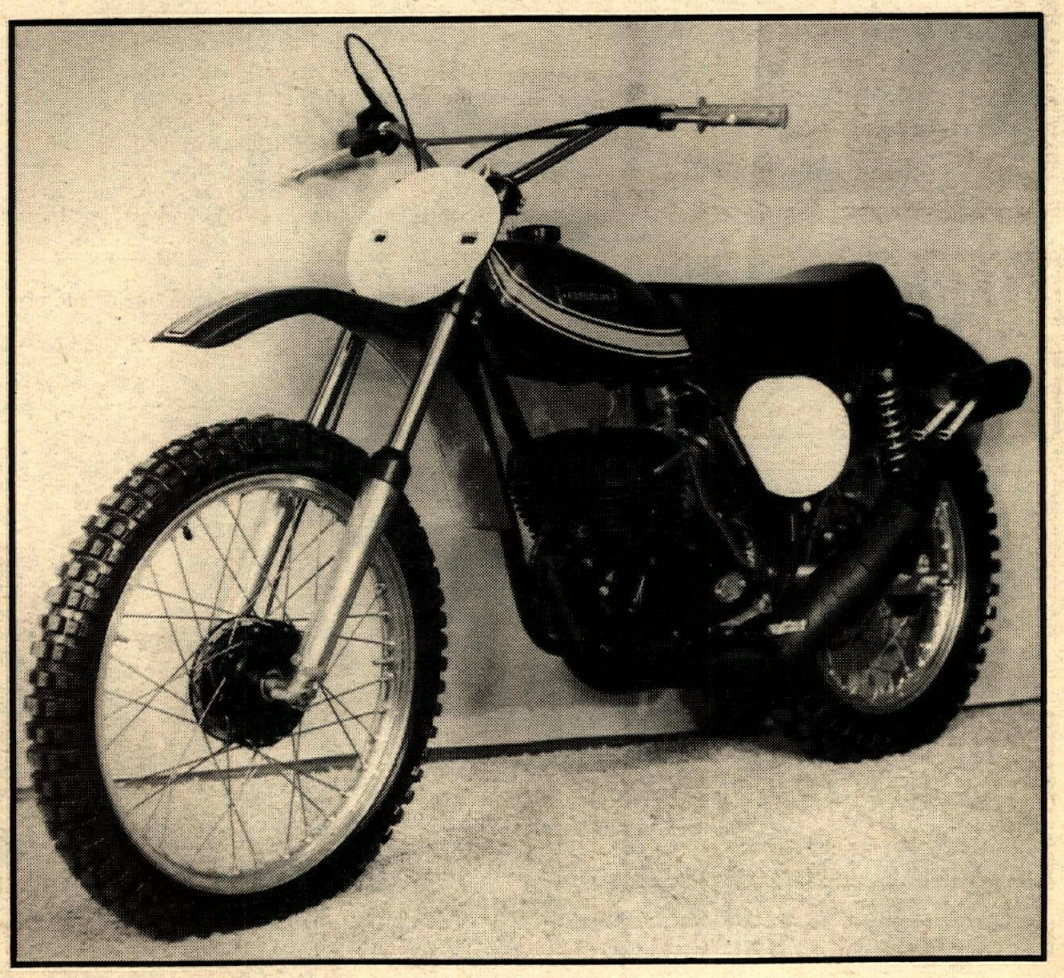
250 Phantom MX 90-day Sales Special

(2/15/75 – 5/15/75)

Yankee Motor Company will give the following equipment worth $200 retail to each buyer of a 250cc Ossa Phantom if it is purchased on or before May 15, 1975:

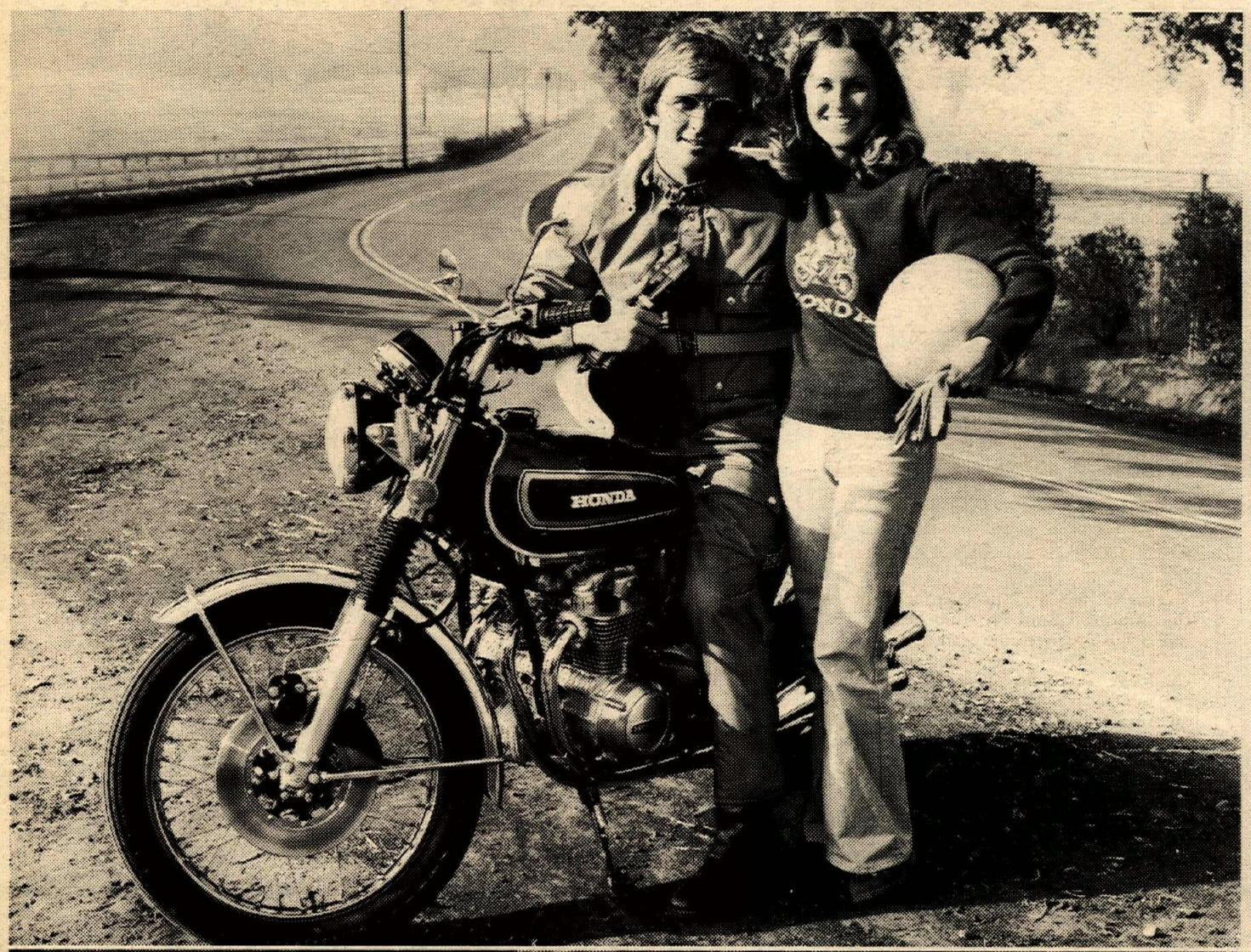
1. **Latest Marzocchi air/oil rear shock absorbers with oil reservoirs.**
2. **Full Bore Gran Prix motocross boots.**
3. **Full Bore 315x21 motocross tire.**
4. **Hoss Special Design, flexible front fender.**

See your Ossa dealer today for the buy of the season.



Subject equipment will be shipped by Yankee to your dealer upon receipt of the warranty registration card. Please note your boot size on the registration card.

CLOTHES THAT GO THE DISTANCE.



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Local hotline cont'd.

J. M. EIKENBERRY

Malcolm listens to A. C. Bakken while Bob Maynard displays creative use of duct tape.

Smith regains '73 title of Soboba GP

By J. M. Eikenbery

SAN JACINTO, CAL., FEB. 16
Malcolm Smith didn't let a bout with the flu deter him from recapturing his '73 title in the Soboba Grand Prix from last year's winner, Jim Fishback.

Favored by far in the crowd of more than 2,000 that showed up at the Soboba Indian Reservation, Smith (Hus) was out in front at the start. Fishback (Yam) closed in and the two battled it out trading the lead back and forth throughout the 13.5 mile route with Fishback in the lead as the two came into the second lap – only a cycle length ahead. Fishback held the lead for several miles but lost it before the third lap when Smith regained his position and kept it throughout the remainder of the 10 lap course.

Following minutes behind were Bob Maynard (Yam) and A.C. Bakken (Hus) who replaced Rolf Tibblin on the starting line.

Surprise late entry and squeezed into the 86th Expert spot on the line was the Flyin' Hawaiian, John DeSoto. A friend talked him into the competition "for the fun of it."

Smith, known for his determination, speed and quick wit on both car and cycle tracks, paced the pack with Fishback noticeably fighting for his title. Riders had 135 miles of continuous flats, bumps, hills, curves and water holes that comprise the Soboba Reservation track.

DeSoto was madly pushing his Ossa and flying by most of the Expert class contenders until by the seventh lap he was five minutes behind Smith in actual time and one minute behind him in race time.

Fishback lost his second place lead to DeSoto but was catching up. It seemed before the last two laps that the race was between Smith and DeSoto. But Fishback was not out of the running. He was spinning around in record time and by the end of the race it was Smith by a margin and no one knew if Fishback or DeSoto was second.

Spills, breaks, forced pit stops, slowdowns and fatigue knocked down the original 532 invitational entries to few more than 100 that actually completed the 10 laps. Most of the breaks occurred during the cliff climbs which rose to 2,450 feet and then spilled into the old water hole.

This is the third time Smith entered the Soboba Grand Prix and he says it's one of his favorite competitions.

"I like Grand Prix because it's a challenge not knowing what's around the next curve. I'm in it for the fun. As an Amateur, I can race when I feel like it, pick my own kind of competition, (he doesn't like road racing or motocross) and maybe that's why I'm still in it." He's been racing 17 years.

Smith won the Soboba the first time he ran it; broke last year and almost didn't make it this year. Two days before the race he was sick in bed with the flu. He finally got up – his cycle was all apart – he put it back together, took a practice spin and he was ready to go.

The 33-year old Amateur may seem like he's ready for the Old Timers instead of the Experts, but to the young Experts, he's still their greatest challenge and Sunday he looked like he'd outrace them for a few years to come.

Smith was prepared to fight it out with all of them, including Tibblin, whom he considers a great racer. He wasn't expecting Bakken to replace Tibblin – and Bakken also had his eye on the trophy. It looked as though he came in a good fourth.

Another "character" that Smith won't move over for is the guy they call "Crazy" David Aldana. He was in the running for several laps but didn't quite make it.

Scorers don't expect to have the computation of the winners for at least a week and confess there could be a sleeper that started late but made up the time. ●

Jim (1) Fishback squirts dirt, and is that Dave Aldana with him?

RICK APODACA

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$500 purse
Guaranteed for Experts all classes
Paybacks: 1st place $80, 2nd place $50, 3rd place $25, 4th place $15.
50% fantastic trophies same day
Gates open 7 AM. Sign-up open 7 AM.
Must be signed up 1 hour before each class starts.
$3,000 Rider Medical Insurance will be in effect.
No membership required.
Entry: Jr, PP, & minicycles $10 Post.
Expert $15 Post.

1st race
9 AM – PP, Mini & 100 Jr.
10 AM – 125 Jr.
11 AM – Old Timers
12 noon – 125 & 250, & Open Expert
1 PM – Sidehacks
2 PM – 250 Jr.
3 PM – Open Jr.

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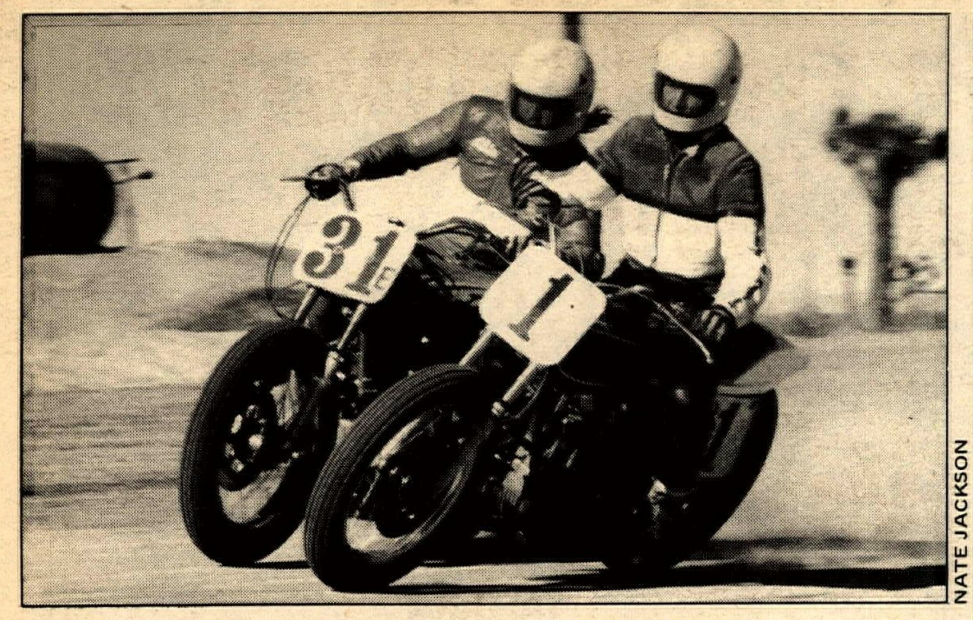


NATE JACKSON

High speed traffic jam. Ron (31) Powell and Mike (1) Laney.

Powell stops Laney at 395

By Phil Carpenter

ADELANTO, CAL., FEB. 16
395 Cycle Park came alive Sunday when almost 200 entries from mini to mighty rolled onto the TT and half-mile courses. The roar of the four-strokes brought back memories of the good old days to some. But looking closer, there's now the 750 Yamahas and Nortons whipping it on. There's the trick frames, disc brakes, special forks and other goodies that this generation has. Gone are the 35 horsepower, 40-inch Triumphs; now it's the 750s coasting at 70 mph. The old 65 tooth rear sprockets have given way to 44 tooth sprockets while tuners still look for higher gearing.

Triumph-mounted Ron Powell stopped Mike Laney's winning streak, but it wasn't easy. The Hi-Desert hotshoes swapped the lead three times in the TT Open Expert Main. Track record holder Powell pulled ahead of number one Laney in lap three when Laney made a hard drive on the south corner, sliding off the groove. This gave Salinas' Buddy Robinson just the edge he needed to wrap up second. Powell took first in half-mile action ahead of Yamaha-mounted Dan McWhorter. Earl Roloff grabbed double wins for San Diego in the 500 Expert Mains. Yamahas dominated the 250 Expert classes with Frank Adamo putting Bakersfield in the winner's circle and Craig Armstrong of Santa Ana boogying with the brass on the half-mile.

After intermission, the wind decided to go fast too! The TT mains were kept at five laps, but the half-mile mains were cut to two because of high winds.

Norm's Motorcycle Haven won the "Shop Participation" award with his crew. •

Results in Results Section.

FlaTTrack

By Tom Blattler

CORONA, CAL., FEB. 12
Mike Myers of Crestline, riding a fast K & N 360 Yamaha, returned to Corona Raceway for the first time in over a year and captured the Open Expert short track over a fine field of riders.

Myers, who is now an AMA Pro Expert, took the lead in the six-lap feature and stretched out to take the easy win. His only competition came from Bultaco-mounted Peter Grant, who has turned into one of the finest riders at Corona Raceway thus far in the 1975 season, and Terry Griner, who is one of the best short trackers at Corona.

A rider who has worked very hard at Corona Raceway for the past two years scored one of the biggest evenings of his career, as Bultaco-mounted Mark Butler captured both the 250 Novice short track and half-mile main events.

Butler, who has finished second and third many times in the 250 class, defeated Mark Baldwin on the half-mile and Tom Tierman in the short track feature. Frank Tumbiola (Yam) finished third in both mains.

South Gate's Mike Minnig rode his Yamaha to victory in the 125 Expert Half-mile. The 14-year-old was about to score a double for the evening, as he led Mike Tidwell in the 125 Expert short track, but Minnig broke a chain in turn four. Tidwell went on to win the short track main along with the 250 Expert half-mile feature. •

Results in Results Section.

Xscaping with the Hilltoppers

By John Burdick

TRABUCO CANYON, CAL., FEB. 15-16
Mother Nature, the Hilltoppers M.C., and Escape Country entered into a three-way partnership to provide an ideal weekend of heads-up GP racing. The newly developed 5.3 mile course was groomed for this event and a recent light rain made for yummy traction and no dust.

Excitement ran high on a cool, sunny morning as the Open class bikes paraded to the start of what proved to be a spectators' delight. Manuel Fiubres went the distance in the Junior/Expert class with a style that should be seen rather than described. Fiubres literally dived off the optional "cliff," which was the fast way into a really neat sandwash. With Charles Beck's Maico and Jim Corp's Kawasaki hot on his heels, Fiubres remained WFO throughout for the big bike Junior/Expert win. Open Novice F. Tait and Beginner Russ Kaatz, also blitzed the challenging course to win their classes and riders interviewed both days expressed great satisfaction with the fun provided. Since many of the entrants ride motocross regularly, the hour-and-a-half races were a new experience, what with pit stops, hills, rocks, a dead engine le Mans start, and all that good stuff.

The tremendous job done by the International Racing Radio Crew kept the weekend fun and safe, and riders were asking for a repeat performance as soon as possible. •

Results in Results Section.

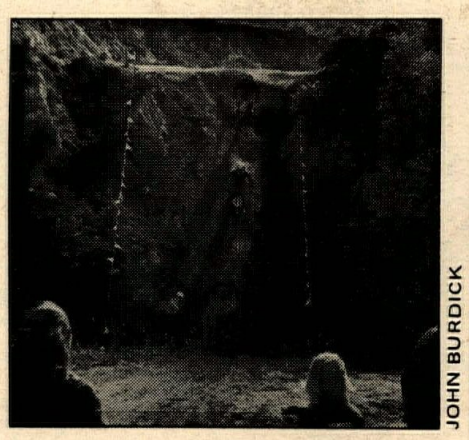
Irwindale gets final race of Speedway Series

IRWINDALE, CAL.
Irwindale Raceway has been tabbed to host the third and final event in the U.S.-versus-the-World Speedway tour on Saturday night, March 8.

This series, which opened February 2 in the Houston Astrodome, pits six of the top European speedway riders against six of America's best. Harry Oxley will stage the second race at his popular Orange County Fairgrounds facility on Friday night, March 7 followed the next night on the longer Irwindale oval.

Included will be New Zealand's Ivan Mauger and Barry Briggs, Denmark's Ole Olsen, current World Champion Anders Michanek and two more still to be confirmed. Battling for the United States will be 1974 National Champ Steve Bast, 1973 National Champ Mike Bast, 1972 Champion Rick Woods, "Wild Bill" Cody, Sonny Nutter and 1974 runner-up to the National title, Jeff Sexton.

The 1975 season of SRA sanctioned weekly speedway events opens Thursday night, April 16 at Irwindale and Friday night, April 17 at Costa Mesa. •



JOHN BURDICK

They call this "taking the plunge." Mama!

Manuel Fiubres becomes a blur as gravity takes over on Escape Country's dropaway.

JOHN BURDICK

BARNEY DRAKE

Ken Zahrt puts his Trans-AMA experience to good use.

AME $600 purse at DeAnza

By Barney Drake

RIVERSIDE, CAL., FEB. 16
AME again put on a $600 purse motocross, and Ken Zahrt (Hus) seeing the pot of gold at the end of the rainbow, grabbed the hole shot against the 250 Experts. He held his advantage wire to wire. Rick Salmon (Mai) followed in second with Bill Payne (CZ) close behind him. Payne zeroed in and passed Salmon only to break a shock bolt, blow the other shock, and if that weren't enough, add a loose swingarm bolt. Understandably Payne slowed, leaving the way clear for Salmon. However, as the moto grew older, Payne caught his second wind and re-passed Salmon and came within spitting distance of Zahrt. First moto results were: Zahrt, Payne, Salmon.

In the second moto Payne had everything sorted out, leading from start to finish. Behind him was an extraordinary battle for second. Salmon, Zahrt, McAfee (Bul) and Topham (Mai) were all close enough to put a sheet over them. Zahrt had his hands full with Salmon on his case. Topham passed McAfee and inched up closer to Salmon. Under all the pressure Salmon was doing fine, but his gearbox didn't know it and went out to lunch! Topham seized his opportunity and took over second. Payne took first, Zahrt second, Topham third. The overall results were Zahrt, Payne, Topham.

Yes, it's incredible — Bill Payne rode both 250 and 500 Experts along with Jeff Wright (CZ) who didn't fare so well. Payne had the course wired and also the throttle. Randy Berkley (Mai) came from behind in both motos to almost catch the leaders. If he had made his move a few minutes earlier, he might have won. He netted second overall. Consistent Floyd Burk, Jr. (Bul) took third overall.

Ray Lopez (Hon) was the man to beat in the 125 Expert class. He had the lead in this the first moto. Dave Williams (Hon) was close behind and after about halfway through, switched his throttle to W.F.O. and passed Lopez. Jim Hale on a stock suspension Elsinore held down third. In the final minutes Lopez made his move, but couldn't quite get to Williams.

In the second moto Lopez again nabbed the early lead; however, Don Draz (Hon) was occupying second. In the first moto Draz lost his rear brakes, which isn't exactly the hottest set-up on DeAnza, known for its downhills. Dave Williams was in third when he blew his head gasket. Jim Hale motored by Draz, taking the second. Results: Lopez, Hale, Draz. Overall results the same. •

And now, a few words about motorcycle performance and reliability:

1974 DAYTONA

	Expert	Combined	Junior	Novice
1	YAMAHA	YAMAHA	YAMAHA	YAMAHA
2	YAMAHA	YAMAHA	YAMAHA	YAMAHA
3	Kawasaki	YAMAHA	YAMAHA	YAMAHA
4	YAMAHA	YAMAHA	H-D	YAMAHA
5	YAMAHA	YAMAHA	YAMAHA	YAMAHA

1974 TALLADEGA

	Expert	Combined	Junior	Novice
1	YAMAHA	YAMAHA	YAMAHA	YAMAHA
2	YAMAHA	YAMAHA	YAMAHA	YAMAHA
3	YAMAHA	YAMAHA	YAMAHA	YAMAHA
4	Suzuki	YAMAHA	YAMAHA	YAMAHA
5	Suzuki	YAMAHA	YAMAHA	YAMAHA

1974 LAGUNA SECA

	Expert	Combined	Junior	Novice
1	YAMAHA	YAMAHA	YAMAHA	YAMAHA
2	Kawasaki	H-D	YAMAHA	YAMAHA
3	YAMAHA	YAMAHA	YAMAHA	YAMAHA
4	Suzuki	YAMAHA	YAMAHA	YAMAHA
5	YAMAHA	YAMAHA	YAMAHA	YAMAHA

1974 LOUDON

	Expert	Combined	Junior	Novice
1	Suzuki	H-D	YAMAHA	YAMAHA
2	YAMAHA	YAMAHA	YAMAHA	YAMAHA
3	YAMAHA	YAMAHA	YAMAHA	YAMAHA
4	YAMAHA	YAMAHA	YAMAHA	YAMAHA
5	Kawasaki	YAMAHA	YAMAHA	YAMAHA

1974 ATLANTA

	Expert	Combined	Junior	Novice
1	YAMAHA	YAMAHA	YAMAHA	YAMAHA
2	YAMAHA	YAMAHA	YAMAHA	YAMAHA
3	Suzuki	YAMAHA	YAMAHA	YAMAHA
4	Kawasaki	YAMAHA	YAMAHA	Kawasaki
5	YAMAHA	YAMAHA	YAMAHA	YAMAHA

1974 ONTARIO

	Expert	Combined	Junior
1	YAMAHA	YAMAHA	YAMAHA
2	YAMAHA	YAMAHA	YAMAHA
3	YAMAHA	H-D	etc., etc.
4	Suzuki	YAMAHA	
5	YAMAHA	YAMAHA	

YAMAHA
1
AMA CHAMPION

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April 21	Carlsbad, Calif. and Grand Junction, Colorado
April 29	Carlsbad, Calif.
May 6	Carlsbad, Calif.
May 13	Carlsbad, Calif.
May 20	Carlsbad, Calif.

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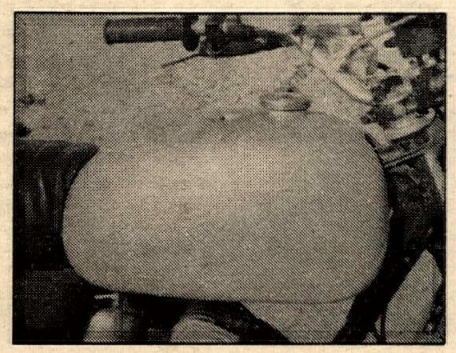
THE ENDURO SCENE

I think I've been insulted! Some guy by the name of Don Kessler wrote in to Cycle News and wanted to know why a "squid" enduro rider has the right to write about a racer's view of Barstow to Vegas. Don, if you think riding enduros makes you a "squid" I invite you out to a District 37 enduro and you can even ride on my minute. What's a "squid" anyway? I managed to finish Barstow to Vegas in the top 50 Novices. They gave out bitchen trophies; I sure like mine.

Shamrocks ISDT qualifer

I had a chance to ride part of the Shamrocks ISDT qualifier course a couple of weeks ago. It's a whole lot different than last year's ball buster. The start/finish will be at the Lakeshore Inn in California City. An easy 25-mile loop takes you out to the main pits where two 40-mile loops will be run. The first goes up to Government Peak and back over fairly easy terrain, just the same stuff we have ridden many times. Nothing tough. The loop goes over by Randsburg and off the mine tailings, which are just an absolute gas to ride down. I didn't get a chance to ride the other loop, but talking to riders who did, it is a pretty fun loop. Also this year you don't have to be street legal to run, so that makes it a lot easier for desert-racer types to enter. Frankly, after last year's rock fest (not the singing type), I swore I would never try a Shamrock qualifer again. After a look at the course I relented and sent in my entry. I know I'll never get a gold medal but it sure would be nice to get a silver or at least a bronze. I feel the bronze is well within the reach of a competent rider. For one thing, the trials rules don't penalize you the way enduro rules do. Say you are riding number 10. Well, if you are 10 minutes late to a check (you come in on number 20), your new arrival time to the next check is now 20, not 10. In other words a trial is only between checks, not over the whole course. The length of the course is 130 miles a day. The two 40-mile loops will be run backwards on Sunday. Write the Sunland Shamrocks for information, 744 Doan Drive, Burbank, California 91506. Date is March 15 and 16.

Enduro Scene product evaluations



PMC plastic gas tanks

We installed this universal type tank on a Kawasaki 175. The only problem with "universal" type tanks is they seldom fit right on. The left petcock interfered with the expansion chamber on the Kaw so we sealed it off and just used the right one. Experimenting with foam rubber for fit didn't take long and it has retained its fit many months later. No problem has developed with leaks, etc. so I can recommend the PMC tank. It holds about three gallons and is available in many colors at your dealer for around $30.

Mulholland/Boge shocks

Distributor: Interpart
100 Oregon Street
El Segundo, CA 90245

"Bogey" shocks didn't burst upon the motorcycle world with a giant advertising campaign. They have been advertised mostly by word of mouth. Friends over at Dirt Rider magazine put me on to them some months ago and I picked up a pair for testing. Put them on for the Check Chase but chose the wrong springs and was going boing-boing all over the desert until a flat tire put me out of the race. My next tryout (with the proper springs) was the tough 125 Mile Checkpoint National Jubilee Enduro. I had them dialed in, and the bike was really handling good. I had moved up the shocks for more wheel travel so I was interested if the Boges could take the added punishment. On the second loop, disaster struck. At first I thought the left shock had broken but the shaft had unscrewed from the eyelet, losing the spring retainer, as it turned out. Limping back into the pits, the stress of running on one shock broke the swingarm. I wasn't too happy with Boge shocks right then. Back together with a good dose of Loctite to keep everything from unscrewing and it was Barstow to Vegas time. Everything went well. The shocks performed quite well and kept their damping all the way, even through the miles and miles of rough, cobby terrain which is hard on shocks. I passed a lot of bikes that were out of shape, while the Boges kept my old scoot straight.

Next run on them was the 250 Mile Last Chance Enduro. Again the Boges came through right fine with no problems. This enduro was set up with such high speeds it was a virtual Hare and Hound for two days. Ninth overall and fourth in class meant the shocks were going to stay on my bike for good.

One nice feature of the Boge shocks is that they are completely rebuildable and you can change the damping by installing an easy-to-change valve. You don't need a special tool, either. A one-inch socket will take them apart.

All things considered, I rate the Boges as the best buy in shocks.

Luja riding pants

J&L Accessories
210 San Jose Ave. No. 26
San Jose, CA 95125

Here's an alternative between high priced leathers and low priced jeans. These riding pants are made of a nylon and rayon blend called Wearnyl and are Scotchgarded. I got a pair for my wife to wear and she is happy with them. They have held up well even through the inevitable crashes she took learning to ride. Naturally, leather is your best protection but if you ain't got the bucks these are the next best thing. They look pretty spiffy too.

Circle Industries foot pegs

17901 Arenth Ave.
City of Industry, CA 91748

If your bike still comes with those dumb rubber-covered footpegs, you know you have to replace them with cleated steel type for a sure grip. These replacement pegs bolt right on and do the job. My wife's bike got a set of Circle Industries foot pegs and they work just fine. The only thing lost was the spring-loading feature built into the stock pegs, but she hasn't complained. They are well-built and haven't bent. They receive the Enduro Scene Stamp of Approval (such as it is).

Webco

Box 429
Venice, CA 90291

Thought I'd throw in a couple of lines about the Webco folks. They have a complete line of motorcycle products and they don't sell anything that isn't a quality product. A buck will get you a very good catalog. You have to order theirs through your local dealer for the parts.

Action Oil

JT Racing Imports
241 W. 35th St. Suite A
National City, CA 92050

If you have a Twin-Air filter, this is the oil recommended for it. It is unique in that they claim it will waterproof foam filters as well as providing dust protection. You have to apply it a little differently than you do regular oil, but it isn't any harder. I used it on a Filtron and got good results with it. After applying, the solvent evaporates, leaving a sticky oil which does the job. It's more expensive than regular oil but this is not the place to skimp on protection.

Sheridan chain tensioner

Made by Roy Sheridan
12531 Walcroft
Lakewood, CA
(213) 865-2362 (after 5 p.m.)

With the long travel suspension modifications coming on strong, many riders are learning to their dismay that they need to run a lot of slop in their chain and sometimes the chain comes off due to that slop. Roy Sheridan is an enduro rider who came up with a practical solution. He built himself a tensioner. It worked pretty well and some of his club members asked him to make them one. Now he's making them for the public and I am glad to recommend the tensioner. He makes them to bolt right on to Yamahas and Huskies. We had to weld on a mounting bracket for it to fit my XL Honda. It works really fine. I like it mounting on the frame instead of the swingarm, as some tensioners do. The rubbing block is made of high quality nylon and wear is very slight, even after five months of use. The tensioner has been on some bikes over a year now with no problems. At $15 it's a bargain.

Larry Langley

Adventures of Tom Shift

By Jody Weisel

It was a hot summer day and down at the beach sat our hero, Tom Shift, and his loyal friend

and constant companion Ned Nudgeout.

"You'd better turn over, Ned, before you get sunburned," said Tom brazenly. Ned looked up and saw someone running towards them.

"Tom, someone is running towards us," stated Ned, approaching the subject.

The famous boy racer and hero of old ladies peered fleetingly and said, "Yes, someone is running towards us." About this time they recognized Mo Davidson, well-known motorcycle manufacturer, running towards them.

"I've been looking for you," observed Mo. "I need your help."

"Take your time, you're getting all sweaty," Tom stated dryly. "Now, what is it that I can do for you?"

"Well," Mo said deeply, "Wallace Harley, my biggest motorcycle competitor, has stolen my revolutionary new design for a scoot that will revolutionize motocross racing, and I want you to design me a new motorcycle to re-revolutionize motocross before Wallace Harley can use my design."

The famous inventor and 1973 Pigeon Run Enduro winner meditated for a minute. "I think we can help you. Come on, Ned, let's go begin on it," said Tom with a start.

"Okay, the tide is going out anyway," Ned said lowly.

Back in Tom Shift's workshop behind his stately mansion, we find our hero and his loyal friend sitting and thinking.

"I can't think of anything," Ned added blankly. They sat silently for a few more hours when suddenly Tom spoke.

"I've got it! We'll use electricity," Tom said statically.

"Yes, we can glue the motor to the frame," replied Ned, sticking to the subject. They worked hard day and night for the next two hours and finally finished.

"Sure is bright and shiny," reflected Ned.

"It's more than that; this will revolutionize motocross and put Mo Davidson's motorcycle business back on two feet," remarked Tom staunchly. "I'm tired. Let's go into the house and eat lunch," gulped Tom.

Inside the house, Tom Shift and his loyal companion sat waiting for lunch, while outside two burly men were attempting to break into wealthy playboy Tom Shift's workshop.

"Ned, do you see that flashing light above the stove?" Tom asked brightly. "Do you know what it means?"

Ned Nudgeout, loyal companion of our hero, looked up from his Motocross Cat comic at the bright flashing light on the wall and replied, "Does that mean the corn is done?"

"No! That's the workshop alarm. I'll bet someone is trying to break in," cracked Tom.

"My mother won't let me bet," gambled Ned.

The youthful motocross star and his loyal friend rushed out of the house in time to see two men charging the workshop door with a battering ram. Tom Shift, judo and karate expert, moved swiftly forward, ducked to his left, shifted his weight to the balls of his feet and moved quickly towards the men.

Hours later when Tom Shift, national do-gooder, awoke with a splitting headache, he asked, "What happened?"

"They batted you with a battering ram," replied Ned, hitting the nail on the head. Our heroes went into the battered workshop and sat down on the battering ram.

"Well, all our work was wasted. Now we'll never be able to re-revolutionize motocross with our electric motorcycle," said Tom Shift, inventor of the flying W.

"In the morning everything will look brighter," beamed Ned Nudgeout.

The next morning Tom Shift and his loyal companion were down at the beach looking at the surfers.

"Look at that bikini," Ned said briefly.

"What are we going to tell Mo? I sure hate to tell him that we failed," said Tom loathsomely. Just then they saw someone running down the beach towards them.

"Someone is running down the beach towards us," stated Tom.

"Yes, someone is running down the beach towards us," rambled Ned. "It's Mo Davidson, now you'll have to tell him," narrated Ned.

"Hello, boys," greeted Mo. "I just came to tell you that you don't have to re-design a motorcrosser to re-volutionize motocross. I went over and talked to Wallace Harley and we decided to make a deal," shuffled Mo. "We have this idea which will make the motorcyclist meet and impress new people. It will be the greatest thing to happen to motorcycles."

"Sounds like a slick idea," said Tom, running his hand through his hair. "What will you call it?"

"We thought we'd call it the Harley-Davidson Electra-Glide," he said, smiling greasily. •

Goodyear Motor Sports Club formed

DAYTONA BEACH, FLA., JAN 28

Race car drivers, motorcycle racers, builders and mechanics were challenged today to turn their knowledge and technology to the problems facing America in more efficient fuel use and highway safety.

"No group of people in the nation are better equipped to come up with solutions," said Charles J. Pilliod, Jr., chairman of The Goodyear Tire & Rubber Company.

The plans for the Goodyear Motor Sports Club and its objective of teaming racing and its fans in an attack on fuel waste and unsafe driving conditions were revealed at a press conference here. Pilliod said the club is expected to have 100,000 members in its first year, and will provide for a closer relationship between racing people and fans.

Discussing possible contributions to current motoring problems, Pilliod noted, "racing has never been based solely on speed. It is based on mechanical efficiency and safety, the very two things of concern to motorists today.

Motor sports has never had a common meeting ground for the fans and competitors, "he said. "We think that Goodyear, through its involvement in every phase of the sport, can provide that meeting ground."

An important part of the Goodyear Motor Sports Club will be a quarterly magazine and a monthly newsletter, to keep club members informed of the latest news in racing, behind the scenes activities, and also will give members a method of communicating with people in racing.

Besides the magazine and newsletter the club will have compound areas at selected races where members will have the opportunity to meet and talk with drivers and mechanics during practice and qualifying days.

Club members will also have the opportunity to purchase race tickets at a discount at a number of events, and become eligible to win free trips to some of the major races as the guest of Goodyear.

Joining ten of the world's greatest auto racers and builders on the Goodyear Motor Sports Club Advisory Board is the AMA Grand National Champion, Kenny Roberts.

Annual full membership with a special "charter" discount is now available through May 31 for $10. Effective June 1, annual full membership will cost $15. Annual associate memberships are also available to immediate family of full members.

Membership applications and additional information may be obtained by writing Goodyear Motor Sports Club , P.O. Box 428, Tarrytown, N.Y. 10591. •

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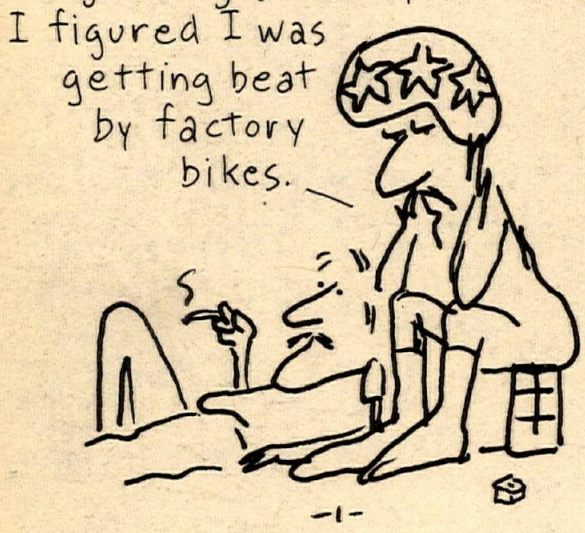
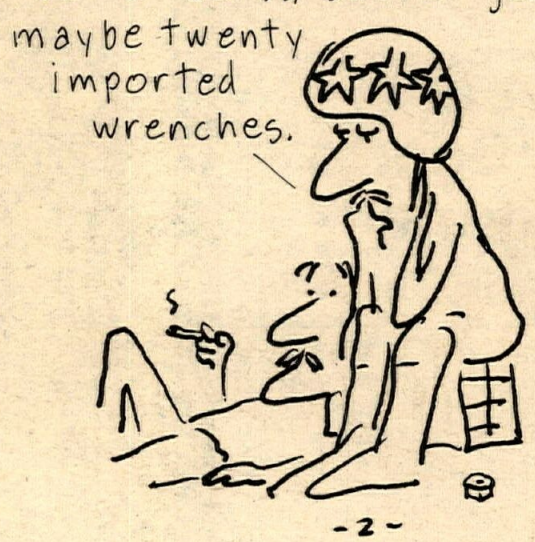
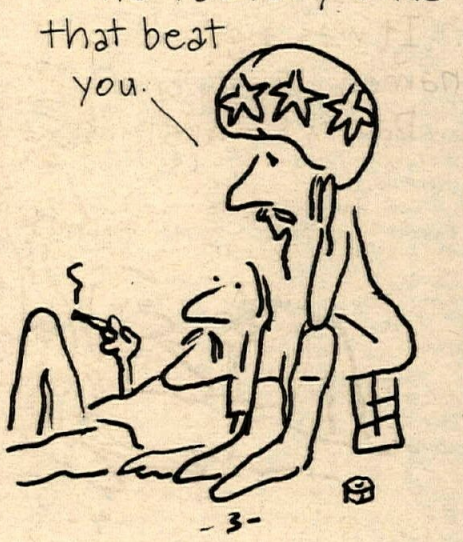
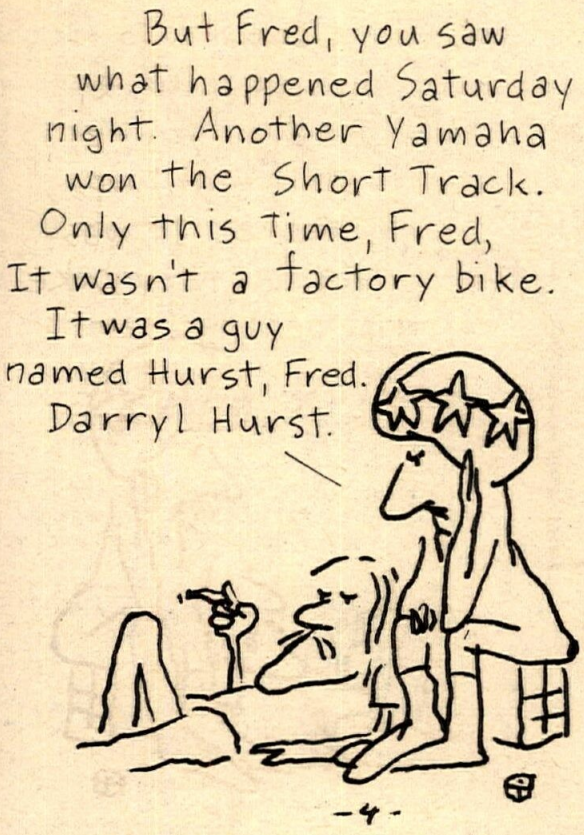
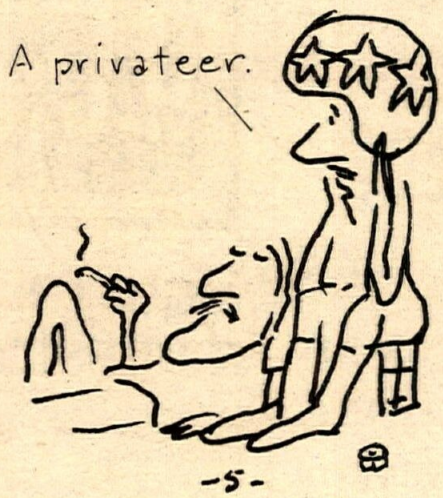






Someday, you'll


But Fred, you saw what happened Saturday night. Another Yamaha won the Short Track. Only this Time, Fred, It wasn't a factory bike. It was a guy named Hurst, Fred. Darryl Hurst.
-4-


A privateer.
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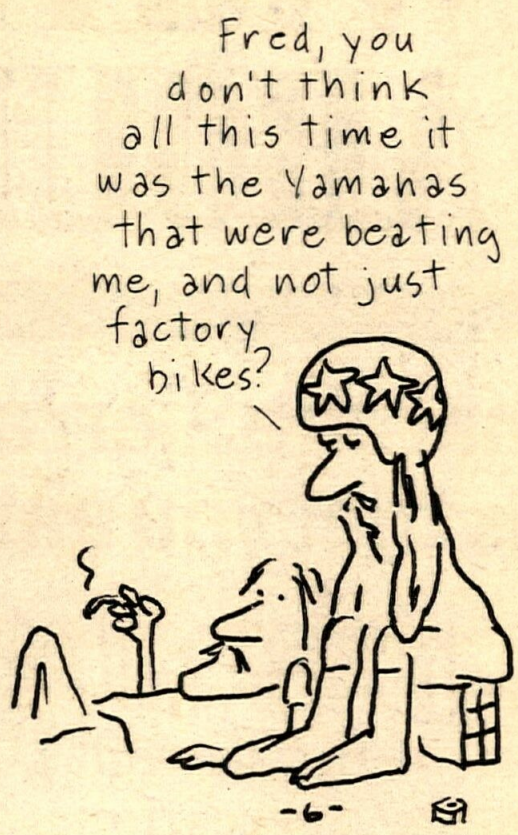
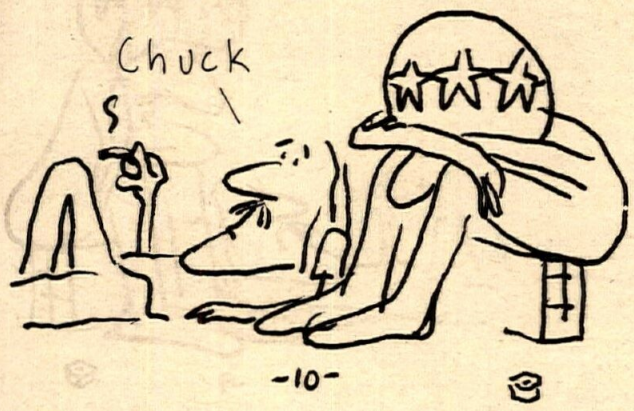
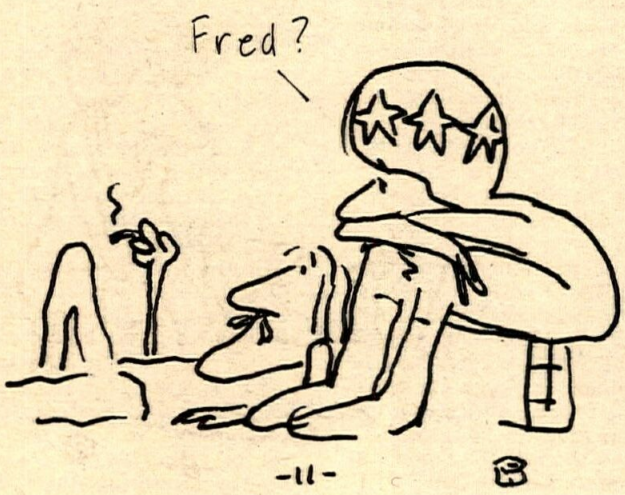

Fred, you don't think all this time it was the Yamahas that were beating me, and not just factory bikes?
-6-


Chuck
-10-


Fred?
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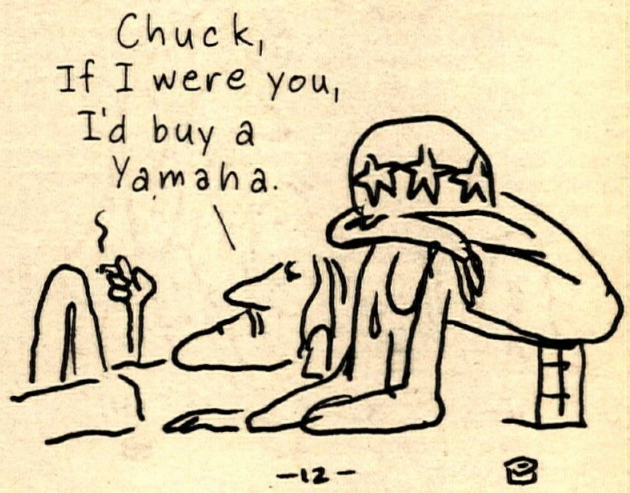

Chuck, If I were you, I'd buy a Yamaha.
-12-

own a Yamaha.

WRITIN' AROUND

What the Sierra Club has that you ain't got

Did you ever wonder why the Sierra Club is able to get its way in most of the struggles over off-road vehicles recreation? With fewer members and less of a budget than the American Motorcycle Association, the hikers are pretty much calling the tune that the government land managers play on the off-road riders. I think now I know what they've got, and we haven't, that makes them so effective.

The Sierra Club started as a hiking and mountain-climbing club in northern California at about the same time Harley and Davidson were building their first motor-bicycle. The club flexed its political muscle early and wrote or helped influence many of the laws that govern the great American outdoors. Today, several takeoffs of the Sierra Club are wholly dedicated to legal and political "defense" of the environment, historic monuments, endangered species, etc. Organizations such as Friends of the Earth, and Environmental Defense Fund have split off from the Sierra Club to concentrate exclusively on political pressure and they should not be confused with the Sierra Club itself, which is still at heart a hiking and recreation club with a strong political arm. (It is true, of course, that many individual Sierra Club members endorse and support the aims of the more strident splinter groups.) Why, then, is the Sierra Club so powerful against the off-road rider, when they are no different than us?

Individual Sierra Club members that I meet are no different than dirt riders. They are working people or students just like us, who have just as great demands on their time, who volunteer, like some of us, to work for their cause in spare time, evenings or when they aren't making a living. None of those I've met derives any income from the sale of hiking supplies or compasses. To that degree they are less concerned commercially with what they are doing than some of the AMA volunteers who also work in the motorcycle industry. That fact alone would seem to give AMA volunteers an edge over Sierra Club workers if our organizations were equal.

But the L.A. Chapter of the Sierra Club has one big advantage that its counterparts, the AMA clubs in southern California, do not, and never have had — a real, permanent office, with a "rich uncle" (the national association) who pays the rent. We AMA members have no local focus like the Sierra Club has.

Unlike AMA, the Sierra Club pays money to its local chapters. Membership dues are collected by the head office in San Francisco and budgeted back to maintain offices for the local chapters, composed of volunteer members who carry out the Club's activities such as promoting hikes, lecturing nature classes, counting birds, etc. Political action is one of the programs the local chapters engage in.

Right now, the Sierra Club is suffering deep budget cuts because of the recession. The Club lost its tax exempt status over the Grand Canyon Dam issue 10 years ago, and donations are hard to get. The head office ordered the chapters to cut 15% from their already bare-bones budgets. The Los Angeles chapter has had to find some way to trim its 1975 budget from $77,800 to $69,000, with $35,000 coming from dues allocations. But, even with a tightened belt, the L.A. chapter will have something to hold its pants up. Headquarters will pay the rent on their chapter offices on Beverly Boulevard and volunteers will still have a place to do the jobs.

Contrast the Sierra Club organization with the AMA, where national headquarters remits none of the dues money back to the chartered clubs. I think this fact explains why the Sierra Club has been able to generate more horsepower in off-road politics over the long run than the motorcycle clubs.

One has to attend the monthly meetings of the Sierra Club ORV Committee to find out what the government is doing to help or hinder motorcycle recreation! I attended one such meeting last week. There were 12 Sierra Clubbers, all members of the ORV Committee (out of 80) in attendance and four of us motorcycle fiends. A BLM ranger named Steve Smith told many things that I would not otherwise have found out until too late. We are grateful to the Sierra Club members for our welcome and thank the whole organization for letting us use their office while we motorcyclists haven't any.

But I think it is time the AMA break loose with some funds and start trying to establish a local office near a freeway in L.A. We need a permanent meeting-spot and information clearing-house, with a real street address (not a postoffice box) and a telephone number like our competition has. Local dealers, distributors and the motorcycle press have lent their offices as clearing-houses for information that the sport must have to compete for survival, but there is no one place you can go and help the cause, because *we ain't got no place*. Our clubs rent a hall to meet in or invade members' homes. Most of us never meet other AMA members except at rallies or along the trail, since most of us belong to no club except the national association. I think we should consider why the Sierra Club is hiking all over the off-road rider because we can't get our stuff together, and keep it together, long enough to show what stuff we are made of. They've got a focus here and we have none; we are as dedicated as they are, but fuzzy, out of focus, spun out. Is it asking too much, AMA, to give us an office? I don't know how long we can keep using the Sierra Club premises before conscience compels us to make a contribution of some sort. Westerville, we need your help.

Charles Clayton

GAMBIT

Squirrel racing must stop!

Elsewhere in this issue there is an article about a family enduro in which a rider lost his life. Apparently the 22-year-old rider ignored a flagman and sailed straight across Old Barstow Road without looking. He was hit by a car. Schedule speed at that point was 18 mph, slow enough that the riders could have stopped, killed their engines, and walked across without jeopardizing their competitive chances.

Alone it is a regrettable incident, but it is not alone. Not a month ago an even younger rider was killed in a family enduro sponsored by another organization, again at a road crossing. No car was involved, he just crashed at a very high rate of speed and broke his neck.

Coincidence? I don't think so. I took a look at the injury list from the last event. There were appoximately six broken collarbones, a couple of broken legs, a dislocated shoulder, a back injury of undertermined severity, a broken arm, and a host of minor injuries. No tough District enduro that I can recall has had such an extensive injury list, even allowing for the difference in the size of the entries. On the basis of the record, a rider would be safer riding the Barstow-to-Vegas race, or the Baja 500 than one of these family enduros.

The statistics in this case, however, are not telling the story. These family enduros, as organized by the major promoters, are as safe a form of motorcycling as you could design. The courses are so easy that 10-year-olds on minibikes are making it around without much difficulty. The schedule speeds are slow. Danger marking at such speeds is hardly needed, but there usually is danger marking, needed or not. It is not the runs that are at fault. Is is the people who are riding them.

Every family enduro that I have attended so far has been literally infested with play racer, pit racers, and just plain desert squirrels. It isn't safe to walk from your truck to your motorcycle because some would-be racer is using your campfire for a smokebomb.

MICHAEL SHANE

The courses themselves are not dangerous, but the uncontrolled flying objects on them are. Being passed by some jerk doing 60 mph when the schedule is 15 is a regular and frightening experience. It's frightening because you *know* that anyone who is competent to ride at that speed certainly doesn't have to ride that fast in an easy enduro. That thing coming up behind you is a play racer, an inexperienced nut, or both.

In one sense we have been lucky. Two nearly-adult riders have killed themselves without injuring anyone else. The next incident may well involve one of those dozens of young girls who are now riding, or one of the 10-year-olds on a minibike, or some guy's wife, and then it will hit the fan. One stiff lawsuit will put the cost of promoter insurance right out of sight. These events will no longer be a financially viable proposition.

Pit racing can be stopped if the clubs and promoters are determined enough. You can start by disqualifying the racer himself, and if that doesn't work, disqualify his entire group. There are more stringent ways to deal with the problem. You can prohibit the running of engines in the camp area until a half-hour before the start of the event. This is standard procedure at northern enduros. If absolutely necessary, you can clean the pit racer off his bike with a well-executed handlebar hook and cut the coil wire of his motorcycle. You can refuse entries to two-time losers. And so on. Am I suggesting that you promoters might do some of these things? No. I am saying that you *must* do them or you will be out of business. It might cost a few entries initially, but I am sure that most riders will respect the first promoter with guts to say *"No more pit racing"* and mean it.

Slowing down the squirrels on the course is more difficult. Promoters can do a little bit. They can disqualify anyone they see riding it an obviously dangerous manner. They can encourage protests by riders who have been hit by the squirrels and take appropriate action.

But in the end we must depend on other factors. Most of the squirrels are youngsters, not because youngsters are worse riders, or more stupid than older riders, but because they have less fear. Young riders don't get out to the desert by themselves. There is almost invariably an adult, usually a parent, with them. Since there are so many of these kids racing in the pits, on the course, and in such obviously dangerous fashion, we must conclude that the parents of a larger percentage of them just don't give a damn if their kids get hurt or killed, or kill someone else. Just bury them with a finishing pin.

In *racing* there are two significant factors. First, it is assumed in a quasi-legal fashion that everyone out there is a competitor who is willing to risk getting hurt. Secondly, moments after the start, riders are sorted out, slow ones riding with slow ones and faster ones riding with faster ones, so in a collision there is seldom much of a speed differential. Consequently, there are few collision-related serious injuries. Further, races are danger marked for high speeds. Enduros are not.

Since an enduro is not a speed event (and it says so in every set of rules I've ever seen), there is no reason for the parent of a youngster to expect his kid to be hit by one of these out-of-control nuts. My guess (and hope) is that the first time one of these squirrels hits and hurts somebody else there is going to be a lawsuit, and speaking now to the parents of the squirrel, Baby, you've got no insurance to cover that. They're going to get you for your house, your business, and your fancy camper.

Maybe you better figure out a way to either slow your kid down or else enter him in a real race. The injuries and deaths in family enduros have got to stop.

Ron Schneiders

M.O.R.E. from the Capitol

Keep that writing hand limber

Land-use

There are two state-level committees, both of which have a very significant impact upon ORV use of the public lands. Both of these committees now have a vacancy, and we can get an off-highway vehicle-oriented person appointed to each by writing two letters. Address the letters to Ms. Carlotta Mellon, Appointments Secretary, Governor's Office, State Capitol Building, Sacramento, California 95814. In one letter, request the appointment of Rick Bates to the vacancy in the California Recreational Trails Committee. In the other letter, request the appointment of Dave Marquez for one of the vacancies on the State Parks and Recreation Commission.

Off-Highway Vehicle Code

As referenced earlier, M.O.R.E. is working with the California Highway Patrol and other agencies and associations in the development of an Off-Highway Vehicle Code. Work on the Code is progressing well. Prime consideration is being given to where ORV's can be legally operated with a 'green stickie,' exceptions to the 'green stickie' requirement, and operator licensing. It appears that progress is very favorable to off-roaders.

Off-Highway Vehicle facilities

Revenues from the OHV Registration Program and OHV Gas Tax Refunds are resulting in some favorable action, as follows:

Hollister Hills Motorcycle Playground has been authorized for lease-purchase from the OHV Fund and will go into escrow on April 1. Opening is scheduled for July 1, 1975. There are problems, though. At the moment, the General Services Administration (State level) is dragging its feet over a question pertaining to mineral rights. Also, State Parks and Recreation plans to operate the facility with their personnel. We would prefer to see the facility operated by a concessionaire for the simple reason that a concessionaire would be primarily concerned with users having a good time and returning, whereas the State would undoubtedly be less permissive and more regulatory. Our new Governor is quite cost-conscious, therefore he should be receptive to keeping State expenses to the minimum and this could best be achieved through operation by a concessionaire. We all should write and tell him so.

Assemblyman Ed Z'berg has introduced Assembly Bill 475 for the purpose of giving an OHV-Fund grant to the County of Sacramento for the purchase of the McGill Motorcycle Park in the amount of $292,500. Write to your Assemblyman and Senator asking him to support AB 475.

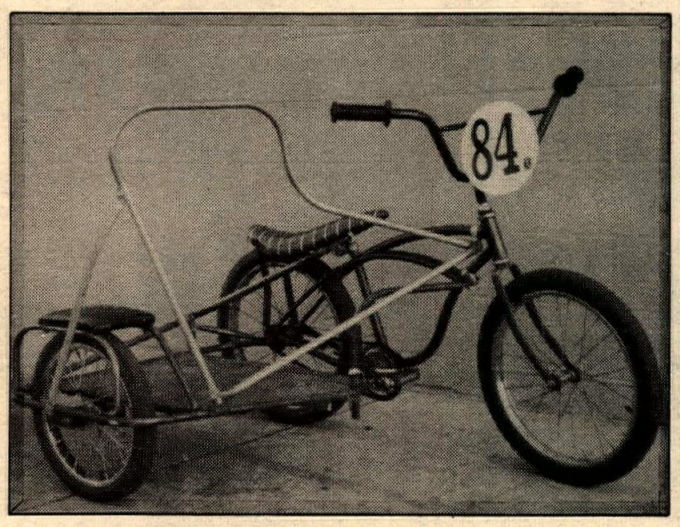
Five areas are under consideration in the Los Angeles area for regional off-road vehicle areas. They are Hungry Valley, Holiday Hills, Jawbone Canyon, Dove Springs, and the most likely area for purchase: Bean Canyon. Holiday Hills is predominantly private ownership and the price is too high for very much consideration. But, Bean Canyon is a very likely candidate for acquisition by State Parks and Recreation. Once again, letters of support are needed. Direct them to Director William Penn Mott, State Parks and Recreation, P.O. Box 2390, Sacramento, California 95811.

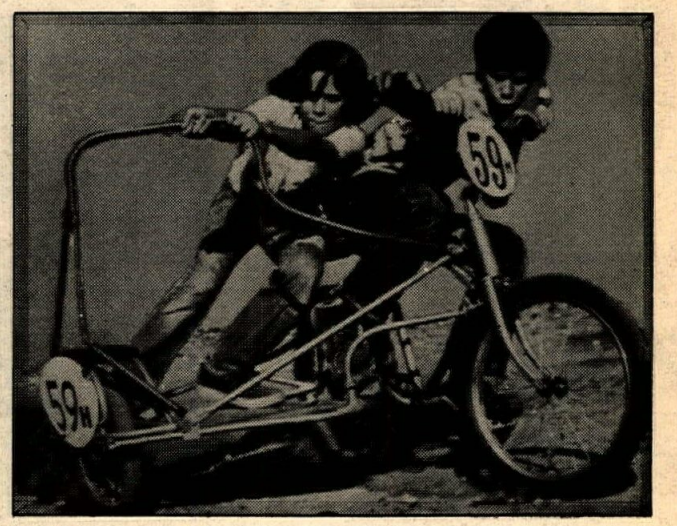
The City of Marysville, the City of Davis, and Orange County were given grants in 1974 for local OHV facitilies. At the present time, grants are highly favored for the City of Tulare, the City of Cerritos, the City of Baldwin Park, and Sacramento County for 1975.

Russ Sanford

Pushing people-powered products for the gas crunch—or, 'Peddle harder, fellas!'

Hard on the heels of President Ford's latest message for the masses comes this bevy of products we can use to peddle—oops—PEDAL away from the brink of mechanized oblivion. Or something like that . . .

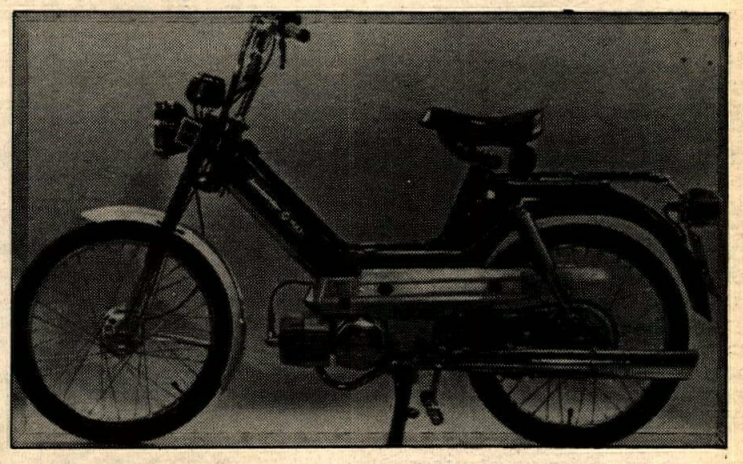




For brother acts and BXers who are tired of falling off, Thompson Cycle Cars of San Fernando, California has this pedal-powered hack for the hot sneaker set. Quickly detachable for solo riding, the welded-tube platform carries a 16-inch third wheel laced with No. 10 spokes and should fit most 20-inch motocross bikes.

First moped to go through the whole EPA gas mileage and pollution test routine that's applied to cars is this Batavus, a Dutch scooter brought in by Mitsubishi International of New York. (New York?). Calculated fuel consumption was 152 miles per gallon, emissions in grams per mile were carbon monoxide, 1.74; nitrous oxide, 0.12; hydrocarbons, 5.03. That last figure is a bit heavy with two-stroke oil, but the other two are tiny fractions of what's permitted for cars.

And here's Gary Jones' Trans-AMA ride following the next Arab-Israeli war. The 48.8cc Bombardier-Puch moped will be distributed throughout North America through your friendly local Can-Am dealer and/or snowmobile shop. Claimed fuel consumption is 125 miles per gallon, but do you think the world is really ready for a 30 mph top speed and such a savage-looking front brake?



Santa Charley paid exactly $64.89 for this remarkably light, apparently sturdy black bicycle last Christmas. It was recommended by a leading BXer as being best suited for my six-year-old, who is entering the Beginner class in local bicycle-cross and leaving behind the red and yellow freckled Schwinn that carried him through the PeeWee and Super PeeWee classes.

The maker, Huffman Manufacturing in Azusa, California, cops right out that their bicycle "is not intended for stunting or off-road use." A sticker proclaims this disclaimer right there on the frame. And truly the frame does look a bit flimsy, with its punch-press fabrication brazenly sloppy under the flat camouflage paint. But the wheels, tires, fork, crank and sprockets are first-rate, as bicycle parts go. The 20-inch rims are deep-dished for strength, like motorcycle rims, and fit the popular Carlisle knobby tires. Big alloy hubs spin on thick axles and the front axle is anchored by safety tabs. There are plastic fenders (not unbreakable) and the obligatory motocross handlebars. Stripped for racing, it weighs 32 pounds (1½ lbs. less than Ignatz, the Schwinn).

Junior insisted the wide Huffy seat had to go, so I replaced it with the one off Ignatz — no problem. Ignatz's metal pedals also screwed right in, replacing Huffy's dumb rubber ones.

The bike has so far withstood the rigors of Baja, curbs, "ghost-rides" and crashes with only minor attention to adjustments and tightening spokes. Junior just completed its first real race and it is competitive, despite Huffman's denials. I'm watching the frame very closely, and if it starts failing, we'll find out how many of Mr. Huffman's good parts fit Ignatz Schwinn's frame.

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Cycle News North

14 for MX-28 for snowballs

By Jan Newman

BEND, ORE., FEB. 9

Oh, Boy: With four or five inches of snow on the ground they should have scored the snow ball fights instead of the motocross race; there were more participants. Old Man Winter really dished out a nasty Saturday this time then hung the sun out Sunday to turn the sparkling white snow into good old Oregon mud.

Everyone was sorted out and placed in a class as close as possible to his engine size and ability. There was even some pretty good competition — especially in the 125 Juniors. Mickey Schy and Jeff Cairns battled all three motos to see who was the quickest Honda rider. Schy won out despite a dump in the whoop-de-doos during the final race.

They made an Open Intermediate class of Monte Lalack (250 Hon) and Open Junior Jim Newman (Mai) to ride with the 125 Intermediate class of Mark Johnson (Suz) and Mitch Kirkpatrick (C-A). Mark and Mitch each had a win but Mitch wound up in half the trackside banners in the third moto, then his bike died with a gurgle. Newman picked up the Open win.

The Turkeys were led in the first moto by Ted Walker (Mon). He led the second one, too, until he fell in the last lap. Jon Michaels (DKW) took the win, then led wire-to-wire in the final moto for first overall.

Things were really loose all day. Barney Newman came to ride but was the only Expert so he just rode with everyone. Rod Kentner came to watch but soon borrowed a bike to challenge Barney. Denny Howard just rode to see if he still could!

A lot of the snow balls seemed to be aimed at announcer Bill Woods who has one coming from nearly everyone. During one intermission he was in the sign up shack when he sensed they were laying for him. Brave as he is he donned his dark glasses and ran out at top speed to hide behind an old gray-haired woman who was yelling something about an expensive camera and tape recorder. He eventually got what he had coming. •

Results in Results Section.

Mark Johnson (125 Intermediate winner) doesn't read signs.

Porterville rain date

By Felix Adamo

PORTERVILLE, CAL., FEB. 16

After being cancelled two weeks in a row because of rain, these D-35 riders weren't about to let the threatening overcast day get them for a third week.

In the mains Don Howard (Yam) fought his way from the back of the 56-89cc Experts to take the lead on the third lap and held on to it for the win. Rodney Sullivan (Yam), who places regularly in the top spots, grabbed second while No. One plate holder of the small bores, Mike Garrison (Yam), took third.

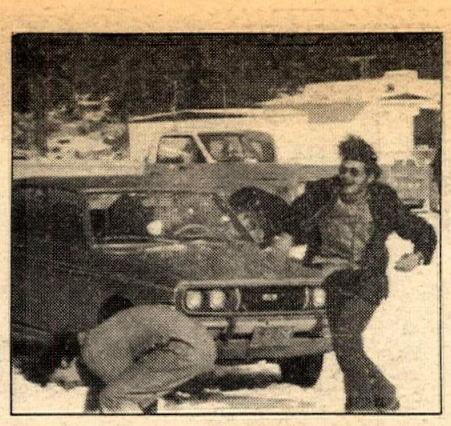
The 175-200cc Expert Main got off to a smooth start but by the time they reached the jump, things weren't so smooth. Six riders got tangled up and bikes were going everywhere. They were going around the jump, off the side of the jump, back down the jump, and some just laid there on the jump. Luckily no one was hurt seriously and after about 10 minutes of picking up machinery, the "men of steel" re-mounted and much to everyone's surprise, they all made it back to the restart.

Rick Delgado (Yam) took the lead after the restart with Derek Land (Yam) pressuring Delgado all the way. Land and Delgado kept seesawing back and forth, taking turns with the lead, but it was Land who took it for good on the third lap, getting the win.

Derek Land made it two wins today as he took the 100cc Expert honors over Mark Powers (Yam) and Darren Prichett (Yam). •

Results in Results Section.

PHOTOS BY JAN NEWMAN



The trophy for participation would have gone to the snowball fight.

Suspense. Did Monte Lalack crash? Did he get wet?

Dallaire stars at Spillway MX

By Bill Czerwinski

SANTA MARIA, CAL., FEB. 16

Ever wonder where John Dallaire (of Atascadero) is or what he's doing? For the last few months he has been sorting out problems with his 125 Hodaka. After many trips to the pits – pushing the wounded Hodie – John got things together and put on the show of the day.

Getting his normal starts in the middle of the pack, John in the first 30-minute moto stayed on it while the leader lost a chain. Vince Clark (Suz) got by a few of the Hondas to take second while John opened up a lead that no one could close.

After the moto, I saw why he had to do this, his front wheel was coming apart. Moto Two, Vince Clark gated fourth and John sixth. Vince powered by two riders and John moved up also. Again the leader went out and Vince took over the lead, leaving John to fight his way up. Vince went on to win the moto for first overall.

John wasn't worried as he took a commanding lead on his Husky in the 250 Experts, and lapped most of the field in the first moto. Again in moto two it was this same John Dallaire out first and trying to lap everyone again. ●

Results in Results Section.

Chucking sand at Sandhill

By Steve Castillo

BRENTWOOD, CAL., FEB. 16

Ron Self picked up his second 250 Pro win in as many weeks today. They changed the Sandhill Ranch track layout somewhat; throwing in some tight turns and a few good up and down hills. Most riders dug the new track but thought it was a little narrow in most places, making it difficult to pass.

Self (Mon) realized the passing problems when in the first 250 Pro race he was held to about sixth at the start. Off first was Pete Scarlett (Mai), Curt Berggren (YZ) and Charley Halcomb (Hus). These three riders really moved out quickly, leaving most everybody behind. Berggren's motor started sounding sick and he retired shortly with a partial seizure. Halcomb put the drive on Scarlett and soon got by, Scarlett later retired with bike problems. Halcomb had about an eight second lead on Self who was moving up very rapidly.

John Dieu riding a European Yamaha monoshock was next to last off the line but he had worked up passing riders left and right on a track that wasn't easy to pass on. Self was closing in on Halcomb and Dieu was closing in on Self, with two laps to go the race was starting to look interesting! Halcomb was able to hold onto his lead and win the moto. But Self got into problems up on the hill and went down. Dieu was right there and second place was now his.

Self led the second moto from start to finish. Self had problems with a few riders behind him but there was nothing he couldn't handle. The real racing was going on for second place.

Dan Roberts (Bul) and Pete Scarlett were the only two riders within distance, going at it like there were more than a few dollars involved. Coming up again from a poor start was veteran MX man John Dieu. Dieu decided to join the excitement up ahead. Within a lap the big race for second place involved three top riders banging it out back and forth.

For about three laps these three riders were running so close, anybody's mistake would bump somebody up a position. Dieu was the first to break loose. On a short straight before a small jump he banged into Scarlett's rear wheel. This was getting to be too much for Dieu so he gave the YZ the wide open treatment and jetted by the startled Maico rider.

Roberts was the man Dieu had his sights set on now, but things weren't to be easy for Dieu as Charley Halcomb was now in fourth and moving up hard and fast. It was the last lap. Self had the win and the overall but if Halcomb was to get second he had to get by Dieu. Coming down the hill, the last one before the scoring booth Halcomb held it WFO but Dieu is a lot like Halcomb and he had the same idea. Dieu emerged the victor with second overall and Halcomb picked up a well fought third place on his Moore & Sons Husqvarna.

Bill Johnson also won his class, the 250 Intermediate again this week. Johnson riding a monoshocker had complete control emerging the winner

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STEVE CASTILLO

The chase is on as Jim Leniewski leads the 125 Pros through the tight stuff at Sand Hill Ranch.

with a second and first for the overall. Bob Terwillinger (Kaw) also had little trouble picking up second place.

The scoring at Sandhill Ranch left much to be desired but the riders went along with the problems in stride and Tom and his gang promise a smoother show next time.

Results in Results Section.

AFM awards banquet

BERKELEY, CAL., FEB. 8

An overflow crowd of 236 attended the American Federation of Motorcyclists' annual awards banquet, to hear a talk by Dick Mann and witness the presentation of the class awards for the 1974 racing season.

Dick Mann began by saying that road racing in the United States had changed a lot in the years since it was first introduced. He convinced everybody by telling a story about he and Joe Leonard racing at Dodge City, Kansas, several years ago. Dick explained that the race was held at an unused airfield where two runways that formed a "T" shape were used to lay out the course. The only problem was that the two runways didn't quite meet! There was a sizeable stretch of dirt between the two sections! Dick went on explaining how the event was run, the problems encountered and their solutions, painting a picture very different from the high-pressure big money events that Nationals are today. The story amazed and amused the crowd, most of whom were too young to know about the "old days."

The rest of the evening was devoted to giving out the awards to the class winners. Over 40 trophies were presented in 14 different classes, but the one that is most coveted is the Over-all Grand Prix winner, going to the rider who gains the most points competing in GP events during the year, who is then the AFM Number One rider for the next year.

Rudy Galindo from Santa Fe Springs, California was given a four foot high trophy, but what really set the group to clapping and shouting was the $1500 in checks! Rudy was presented with $1000 by Jim Birmingham of Posa-Fuel and Tom Denner from Duralube added another $500!

Another big winner was Ed Unini of San Francisco, who earned the position of the Number One Production class rider of 1974, dominating the 200cc and Open Production classes.

After the awards there were movies of the Laguna Seca National, and the party finally broke up around 11 p.m.

Complete awards list in Results Section.

Rudy Galindo with the world's biggest $500 check. Dick Mann (right) approves.

MUSH EMMONS

Tight slalom at Helvetia

By Doug Murphy

SACRAMENTO, CAL., JAN. 26

Helvetia Park's flat, smooth, tight track may not measure up as a motocross track, but it provided spectators with some wild competition. In the 250 Expert class, Dan Turner (Hus) got the hole shot and nobody caught him. Jim Turner (Bul) had a bad start and had to make his way through traffic most of the 25 minute moto. He almost took second place over Brian Jodry (Mon), but had to settle for third by a foot. In the second moto, Jim Turner and Dan Turner, after just a few laps, were in the lead with Dan trying his best to get by the Bultaco ace. He failed, and Jim Turner had the win the second moto and a second overall for the day behind Dan's one-two placement.

The 125 Experts were the fastest riders of the day with clocked times as low as 1:06. Dan Turner on a 125 Husky won both motos with Mike Preston (Hon) and Darrell Shultz (Bul) right on his tail finishing second and third respectively. It really wasn't an Open class track due to the fact that the winner John Kent (Bul) had a fast lap time of 1:09, three seconds slower than the 125s and one second slower than the 250s. Delmo Becker (CZ) and Steve Byers (YZ) took second and third respectively in the Open Experts. •

Results in Results Section.

Sand course MX

By Doug Murphy

PLYMOUTH, CAL., FEB. 2

Today's race was scheduled on the natural-terrain track where Hare Scrambles are frequently run. However, due to the enormous amount of rain, promoter Fred Dion decided to go on the sand course.

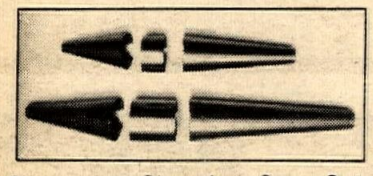
It was a new circuit with plenty of water holes and mud. Dave Longcor (Bul) found this out fast with two horrendous spills during early morning practice in the very same waterhole. This did not stop Longcor, as he put in a very good ride in the Open class with a first in the first moto, and a third in the second moto due to a small crash. This was just enough to cost him the overall victory as Bill Carter (YZM) flew to victory with a two-one score. Mike Marshall (Bul) got the third overall.

In the 250 classes, Rodney Pogue (YZM) received the overall Amateur victory with a win and a third place. Nick Geranio (Hon) managed to get second overall over Greg Hebard (Hus) who appeared to be the fastest in the class. Hebard only managed a fifth in the first moto, but really stormed back with an easy win in the second moto while Geranio scored a three-two placement.

Mark Gibson (Bul) won the 250 Experts with two first places. Practically everybody else DNF'd except for Kevin Henry (Bul) and Kim Reeg (Bul). They both tied for second place as Kevin took a second in the latter moto and Reeg took a third. However, Reeg had more leading laps and was given second place honors as well.

Danny "Magoo" Chandler (Hon) totally waxed the 125 Experts with wins in both of the 20 minute motos. •

Results in Results Section.



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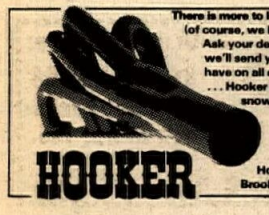

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THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

The overall Novice winner of last week's Desert M.C. Hare Scrambles was really Willie Shipley on a 400 Husky.

Read Clayton's Writin' Around column this week and let him know your thoughts on a Los Angeles Chapter headquarters for AMA members.

BLM only charges the livestock industry $1.11 per "animal month" for letting them eat up the foliage on public land. Us bikers have to pay $1 per animal day. And we don't even eat grass.

60,000 cheering Cubans spectated at the recent Havana motocross, where Czechs Zdenek Velky and Miroslav Halm wiped out the 250cc competition and Venezuelan Ramon Boada topped the 500 class.

Saddleback Park has hired the talented announcer and public relations man Dan Skahill to head up the promotional end and announce the races.

Rick Bailey, 22, was killed at a highway crossing during the Calico Enduro February 16. CHP officers investigating the accident said neither the club nor the driver of the car that struck Bailey would be charged, as he had apparently ignored the flagman's signal to stop.

The AMA will conduct an open forum and committee meeting during Daytona Speed Week to formulate 1976 road racing rules. The date, time and location are still pending but will be firmed up within the week. All road racers who wish to make their ideas or proposals known should send them to AMA Competition Director Bill Boyce, P.O. Box 141, Westerville, Ohio 43081.

The Desert Observed Trialers (D.O.T.), a new group of trials enthusiasts out of the Lancaster area, have joined the ATA as an affiliate member of the SCTA. Many of their members are enduro riders.

The next ATA Trials meet, to be hosted by Orange County Trialers (OCT), will be held in Reche Canyon March 2. OCT has the fewest members of all the ATA clubs but work extra hard.

That $1000 AME motocross set for Spillway Park (near Santa Maria, CA) is billed as a "North vs. South" race, with any rider who lives north of Ventura, California considered a "damnyankee." Race date is April 27, with visiting southerners getting a chance to preview the course at an Elks' benefit race April 13.

Cities and localities wishing to apply for Green Stickie money should get in touch with California's Department of Parks and Recreation, Trails and Off-Road Vehicle Division, P.O. Box 2390, Sacramento, California 95811. They have a handy procedures booklet available to help untangle the red tape.

BLM is re-structuring various state and local citizen advisory committees for land use, apparently to add motorcyclists and off-roaders to the representation. If you dig it, write: Director (210), Bureau of Land Management, Washington, D.C. 20240 and say so. M.O.R.E.'s Russ Sanford has volunteered to serve on the California state board. ●

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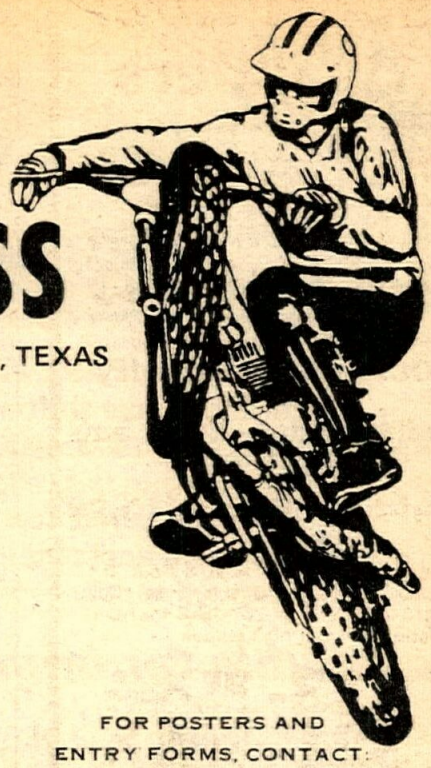

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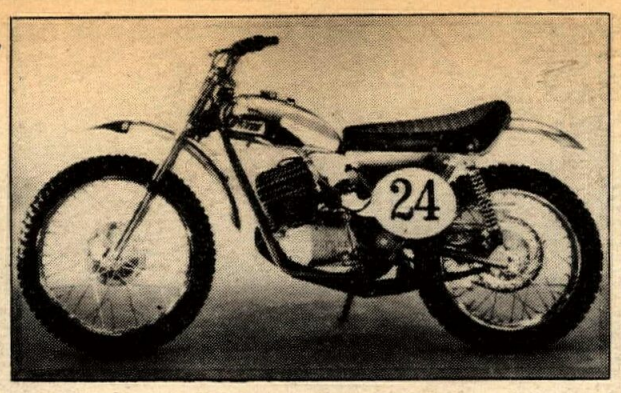

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TEST BENCH

Two Hodies out of the box

By E. C. Birt

Just before I left Los Angeles, land of fast motorcycles (some of them) and smog, the new 125 Super Combat had been released to the dealers. I made a stop by Tiger Distributing to have a chat with Mike Hamilton (chief bottle washer and gunk brush) and have a peek at his new Super scooter.

The all new Hodaka was a sight for sore eyes, sitting there in its new blue and competition orange paint job. Decked out in full racing trim with its plastic fenders, D.I.D. rims, and reed valve engine. Different from top to bottom and looking like it was ready to do a job.

I caught myself daydreaming back to yesteryear when I saw my first Hodaka, with its 90cc power plant, little bitty wheels, lights and a chrome tank that had a shape all of its own. Here sat the fourth generation of the Hodaka racing line. This bike had been developed by the hands of more trail bike wins in the deserts, motocross and T.T. than any other 100cc bike made.

Jack Morgan hung up his No. One plate that he held in the desert for five years riding Hodakas. Frank Wheeler made his rides over half of the world on Hodakas. Some of today's MX heroes that are big time factory riders made their start on Hodakas. Why on a Hodaka? I suppose the same reason that I raced one for five years, because it was the best handling bike of its size and it would hang in there without letting me down.

As I made my way across the country to Florida I started seeing these bikes on the MX tracks that we stopped at, and they were winning just the way they were. Too new yet and too few for the boys with a porting tool in one hand and a welding torch in the other to have done any work on them.

Three weeks after I arrived in Florida a truck pulled up to the shop with five brand new Hodakas in it, one of each model, the bill of lading marked E.C. Test Bench, Shipper Thigpen Distributing. A call to Thigpen and I was informed by the general manager Mr. Dave Campbell that these bikes are for you to test, E.C., and do with as you see best.

Since the 125 Super Combat and 100cc Super Rat MX are the newest members to the Hodaka family these are the first of the five that we will look at from top to bottom, inside and out in this series on Hodaka. They come from the factory race ready, and Hodaka says that they will win just the way they are, box stock. We're going to find out.

We pulled the bikes out of the crates and put the handlebars on them, poured in some pre-mix and time from out of the box till we had smoke running out of the tailpipes took 15 minutes. A couple of hot laps down the alley worked to blow out the cobwebs and packing crate dust.

We loaded the bikes in the van and headed down the road about a half a mile to the game reserve where we have a practice track. Here we could see what the bikes could do in the sand and check out the jetting.

With a few laps on the bikes I couldn't make up my mind if the 125 was a little slow or if the 100 was a rocket ship. Well, tomorrow's race would tell.

After an hour of practice time on the bikes they were running perfectly and the jetting was spot on. This was really nothing new to me because no Hodaka that I've tested since Day One has ever been off more than one jet size from what the factory put in it.

In today's market the two things that you should look at are handling first and horsepower second. Handling is the key and horsepower is like pawns on a chess board; it can be moved around to fit your needs without too much problem. With Hodaka's reed engine, the job is a simple one.

If you want to find out if a bike really handles, just come on down to Florida and enter a race. We're the only state I know of that has wall-to-wall whoop-de-doos. We even have whoop-de-doos in our berm turns, and a straightaway that is flat and smooth is a

The Super Rat was definitely a jet, even with a graunched rear brake backing plate.

seldom seen thing. On sand type tracks every lap is different, and your bike has to do a lot of thinking for you or you will be pouring sand out of your ear before you know it.

The front forks and the rear shocks are built by Kayaba. The front forks have 6.0 inches of travel and the rear has 4.0 inches of travel. My riders are all pro riders and they pretty well know what works and what doesn't. After about 15 minutes of smashing the bikes from one whoop-de-doo to the next the front forks started topping and bottoming out. Back at the van and a little shop talk, I decided to change the fork oil.

The oil that we drained out of the front forks smelled and looked like fish oil. We pulled the fork caps out and drained the forks, then I took some pre-mix and poured it into each tube and flushed them out, making sure there was no oil left in them. Then broke out my baby bottle and filled each tube with six ounces of HRL Molly Blue Medium.

The next step was the rear of the bike. The frame has two positions for the top mount of the shocks. The shocks come mounted in the back position. I moved the shock forward to the front mount which would soften up the rear suspension a little. Back out on the track and some more hot lapping. With these two changes the bike was completely different, whoop-de-doos were taken in stride and lap times were much faster.

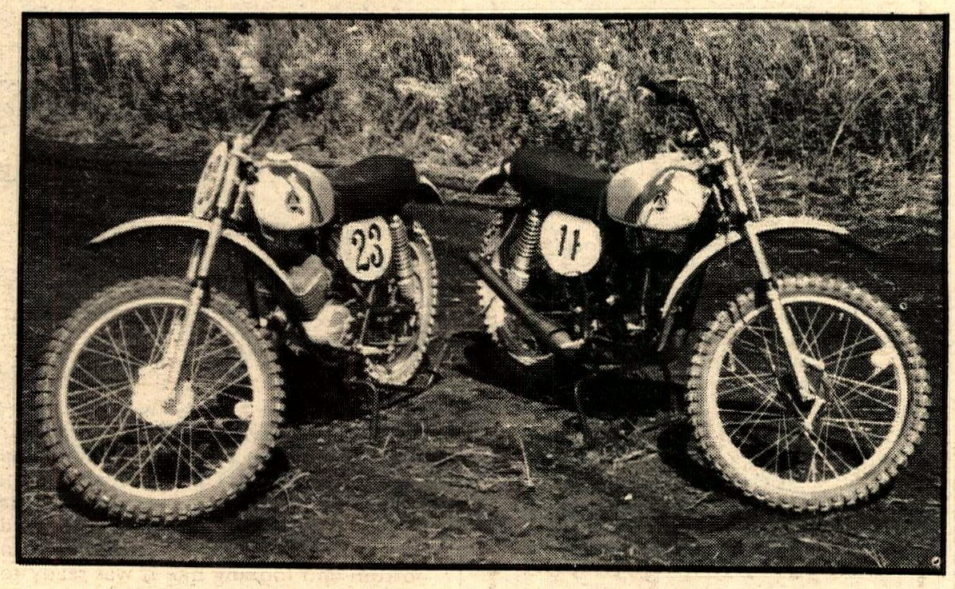
Back at the shop I broke out my scale and protractor to see what was different between this bike and the father of the Super Combat, the Combat Wombat. With no disrespect to Dad I found that his son was different but in ways much the same.

The Super Combat frame is a double loop engine cradle design. The engine sits low in the frame, almost 2.5 inches lower than the engine in the Combat. With this lower C.G. the bike's handling will be more predictable when you hit the rough stuff, or set it up in a power slide where you need to be in control from start to finish. The front suspension specifications of father and son are the same with 5.00 inches of trail, and a rake angle of 29.3 degrees.

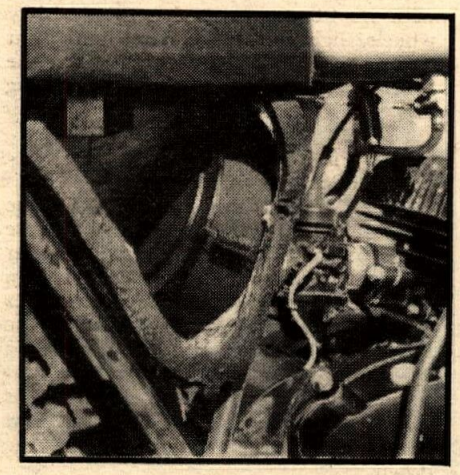
The tank on the Super Combat is the same tank that they had last year and the year before, except they have left the chrome off and painted it orange. This tank is all Hodaka but I feel that it's time for a change. The tank is made out of steel and for an enduro bike or a desert bike its seven pounds of weight and two gallon capacity (enough to run a 60 mile hare and hound) may be to your advantage. Motocross tracks are not 60 mile loops and every 20 pounds on your bike equals one horsepower, so don't fill your tank to the top for a 10 minute moto.

Nobody but nobody writes up spec sheets on their bikes like Hodaka does. I'm not going to go into those details because you can go into your local Hodaka dealer and get the specs for the Hodaka of your choice. Part numbers for these sheets are as follows: 125 Super Combat PN 210107, 100cc Super Rat MX No. 210106, Combat Wombat, ask for field manual, and the Wombat Enduro No. 210209.

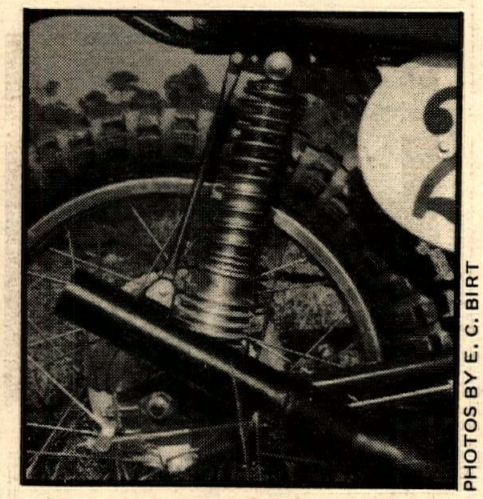
Out of the box and ready to race — almost.



Hodaka at last gets serious about an air cleaner.



Disregard cosmetic finning, note the two upper mounts.



PHOTOS BY E. C. BIRT

Proof of the puddin', race time Sunday

When we arrived at the races and unloaded the bikes we felt a little bit out of place. The 125 start line looked like an American Honda sellout with 90% of these Expert riders mounted on Hondas and the other 10% made up of assorted Yamahas, Suzuki, Kawasaki and a few European bikes for flavor. Larry had the feeling that he was bucking a loaded dice game with the only Hodaka on the line and it box stock at that.

Off the line the Hodaka had a hard time getting some traction and Larry managed to reach the first turn second from dead last. Halfway through the first lap the shifter case screws came loose and a stop was made to tighten it up (fault of mechanic from a sprocket change just before start of moto).

Back underway again the rest of the bikes started to fall by the wayside as Larry kept passing bike after bike. He was matching built horsepower with his stocker and out-riding them in the rough. Hitting the turns he could hold his bike tight in the turn and drive under them. When the need was to go on the outside full locked power slides did the job. When the checkered flag came out the 125 Hodaka was in sixth place.

Next moto again the Hodie had problems getting out of the hole and was dead last into the front turn. Reasons — (1) Bike is a little on the pipey side and has to be on the boil or else. (2) Larry had been riding a 450 Maico up 'til today's race. With the bike underway, it started taking the 125s in stride. When the checkered flag came out Larry was in third place and felt if he would have had a couple of more laps to go, may have caught and passed the leaders.

Conclusion of a racing day with a box stock 125 Super Combat: On a short tight course, the Hodaka Super Combat can and will go as fast as anything out there. If there was such a thing as a race for stockers, I'd have to put my money on the Super Combat.

Super Rat MX

The 100 was as I had suspected from the first day, a rocketship. All you have to do is ride it.

Off the start line there was a crash and the Hodaka 100 suffered a broken rear backing plate unknown to Butch the rider. After he got the bike up and restarted he figured it out all by himself when he hit the first turn that he had to slow down for and found himself off of the track. With no rear brakes he came from last to win the moto. No reason to race it next moto; the point was made that it could and would handle the job.

As it looks to me, Hodaka has come out with true racing machines that have to take no back seat to any other bike on the market. With a price tag of $995 for either a 125 or 100 they're not cheap (but what is today). At least you get what you pay for: a real racer that all you have to do is turn the throttle on and ride it.

In the upcoming issues we will look at ways of making them better, inside and out. •

Lady takes a ride

By Lois Carey

Things have been zippin' right along since my article, "A Broad's Look At Motorcycling," in the January 8, 1974 issue of *Cycle News*.

My riding skill has improved, I've taken my bike trailing in several of the western states and have had a heckuva good time. My motorcycle has made a lot of changes in my life, but one thing hasn't changed over the past year; my age! I'm exercising my female perogative to stay 40 for at least one more year. Some things should be left the way they are.

My Ol' Man and I have covered a lot of ground on our trailbikes since I reported last. We've ridden the mountains and deserts of California, the vastness of Arizona, the high trails of northern New Mexico and what I found to be the prettiest country of all – Colorado.

I've found that the more I ride my trusty Yamaha in the boondocks the more interesting and exciting scenes I come across. Take, for instance, the re-opening of many of the long-closed gold mines on the Southern California mountainsides or the re-awakening of the desert gold diggin's of the Mojave and Colorado Deserts (both in California and not to be confused with the State of Colorado). Some of the roads that used to be open to the public have now been closed off to keep intruders away from certain mining operations.

One of the really surprising and fun rides we had this past year took place near the Marine Corps base at 29 Palms, California. My Ol' Man and I were trailing' along, skirting the emptiness of the remote outer boundary of the base when we stopped for a minute to enjoy the desert quiet.

As we were sitting, helmets off, on our now-silent machines, I could hear what sounded like two guys yelling back and forth at each other. We looked at one another in wonderment, then he pointed to the sky where I saw two free-falling skydivers! They were shouting and laughing and having one good time as they fell toward the dry lake bed downslope from us. I knew they were dropping over a hundred miles per hour. It was only then that I noticed, way up in the blue, the light plane that dropped them. I caught myself chanting, "Pull the ripcord, pull the ripcord," as they seemed to fall and fall and fall. Finally, when their 'chutes popped open, they drifted to earth, gabbing to each other like two men really enjoying their lot in life.

We rode down to the dry lake and found a truck and the skydivers' pickup crew parked next to a nearby hill. Turned out to be a bunch of Marines spending weekends jumping out of planes. You never know what you'll come across in the desert!

In the fall we really "got our act together." After stuffing our van full of camping gear and the two Yamahas, we set out to explore the Southwest; first stop, Arizona.

I'd always thought of Arizona as being sparsely covered desert. Not so! Mile-high Prescott changed my mind about that. There are pine trees, lakes and for us trail-riders, lots of quiet mountain roads in the National Forest right near the public and private campgrounds (our camp was a KOA, close by a small fishing lake). The forest smelled so good and on my bike I was right out there amongst the sights and aromas.

There's a great deal of riding room in the high forests of northern Arizona. Much of the land is owned by the Indian tribes, but there was plenty of public territory for us to ride in. We simply picked a spot on the local map and "took off." Remember, this was only our first stop.

I'm a big admirer of Louis L'Amour, the fine writer of western novels. Many of his books mention the Sangre De Cristo (Blood of Christ) mountains near Taos, New Mexico. I had to see them for myself, so we pointed the blue van eastward again.

Now, if you like history, snow-capped peaks, high plains country and spectacular river gorges; you'll love Taos.

Our camp there was right at the foot of the Sangre De Cristos (KOA again) and south of town. My Yamaha is street-legal so I could do more than just ride the forest roads. I was able to ride into town, take the highway to the Rio Grande river and take a look at the oldest "apartment house" in America, built by the Pueblo Indians.

In town I discovered stores displaying the best collection of western art, sculpture and jewelry I've ever seen. I especially enjoyed touring the Kit Carson museum.

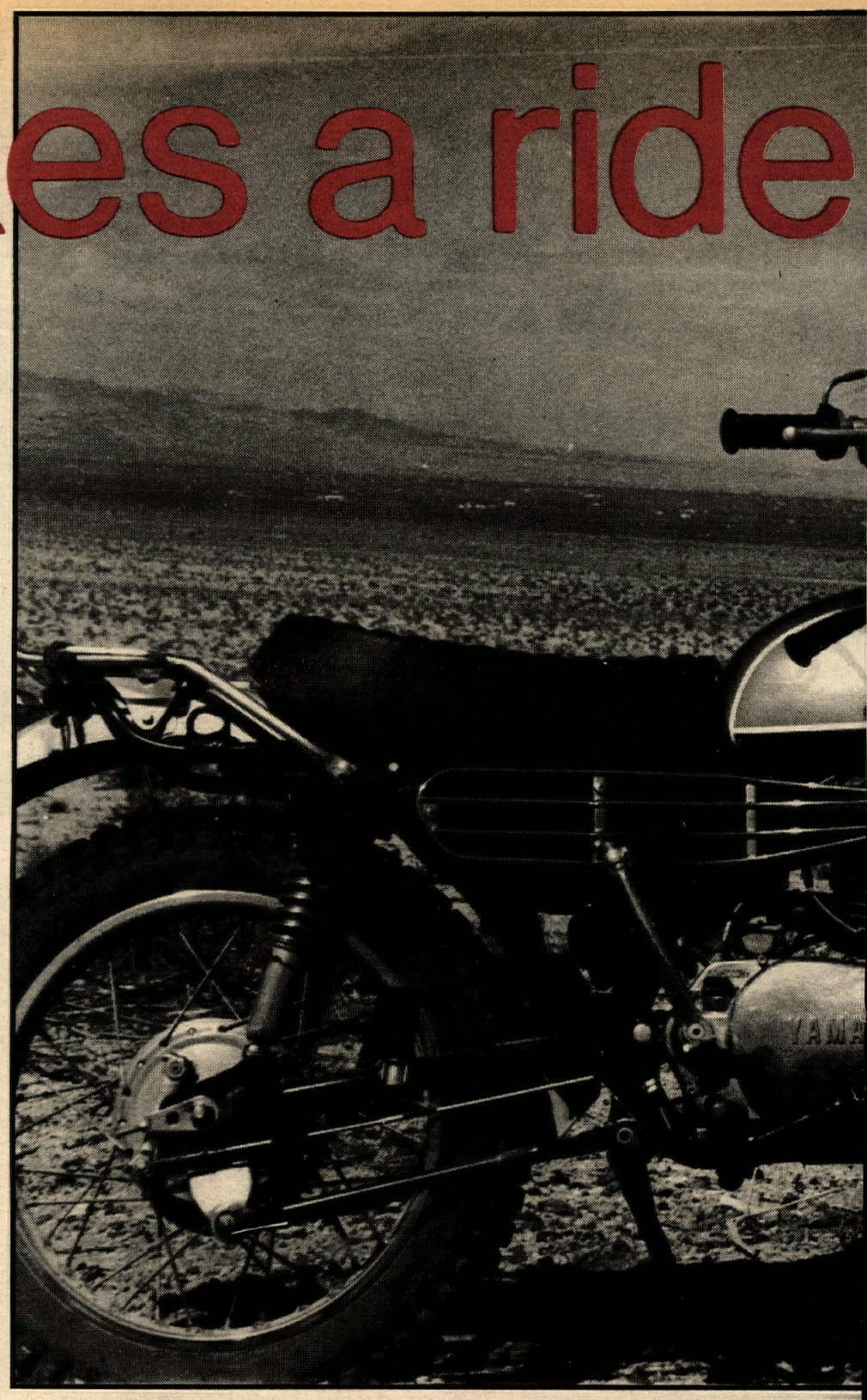
Forest access roads began just behind the campground. Since Taos is situated at nearly 7000 feet, the National Forest roads climbing into the Sangre De Cristos above took us to rarified air in no time at all. On a clear day you can see for a hundred miles over the Rio Grande valley. The snow way up top made it kinda cool, but we were dressed for it.

About eight miles out of town we rode across the bridge spanning the Rio Grande Gorge. We had been riding the road on the high valley floor, the snow-tipped mountains behind us and then, bingo, all of a sudden, there it was; that great gash in the ground. Now, I'm none too fond of heights, so looking down 650 feet to the bottom of the canyon didn't do my queasy stomach any good. Still, once I was firmly anchored on the solid ground at the end of the span I could stop and admire the breath-taking scenery. Got some fine color photos too.

The oldest "apartment house" is just north of Taos. For over 800 years the Indian have lived in their pueblo there. We picked a bright sunny day to ride from camp to the multi-story adobe complex. It cost a small fee to be allowed to take pictures of the Indians and their ancient home.

By now we'd heard about the fantastic fall colors in western Colorado. I hadn't been there since I was a tiny child so I truly didn't know what to expect. We took off once more in the van. This time north to the Rockies.

Twelve miles north of Durango, Colorado, in the heart of the Animas Valley, we decided to camp for the night. Our plan was to stay over for a day, then we would continue on. Don't you believe it . . . we stayed six days!

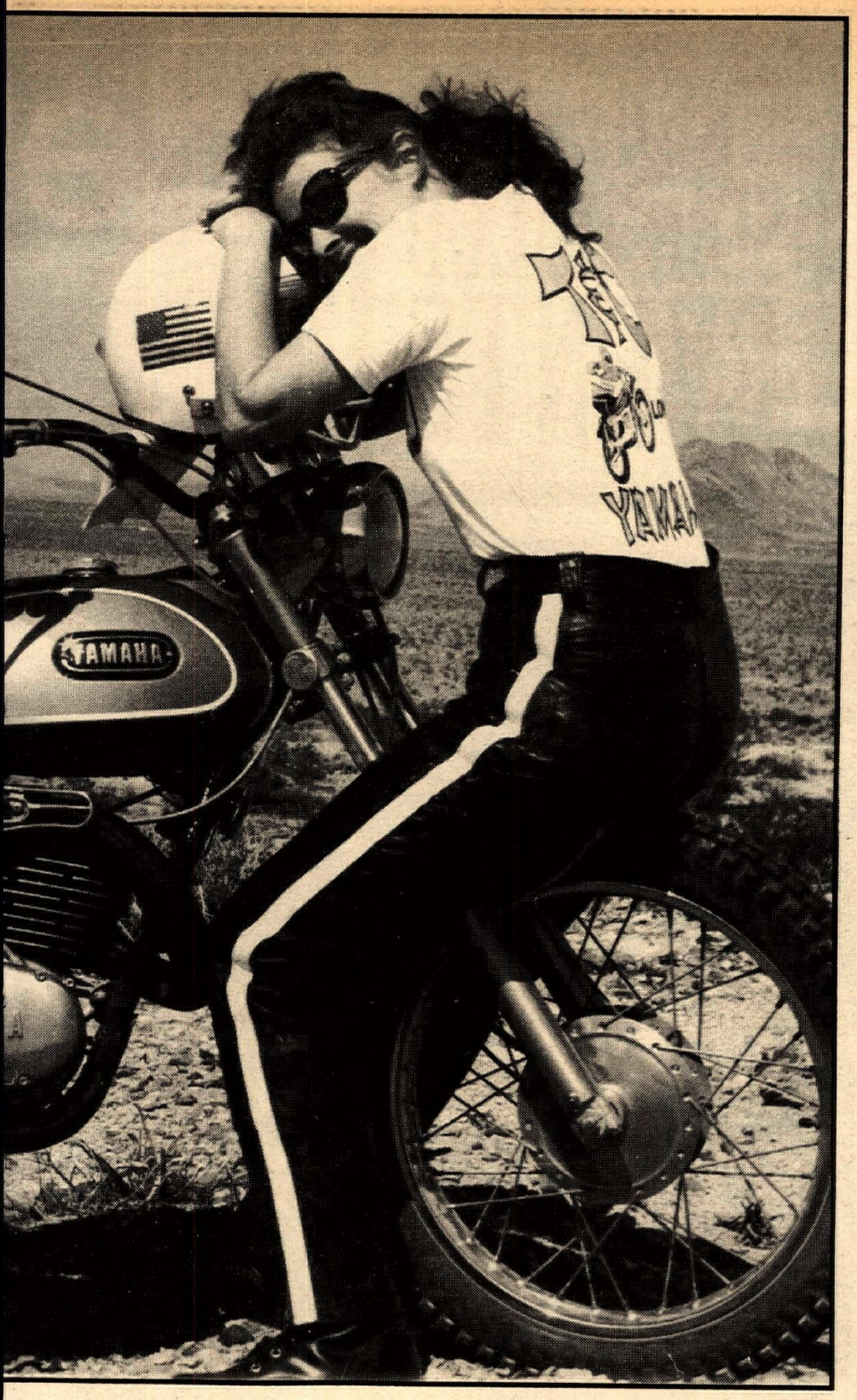


That's how neat it was there on the banks of the Animas River.

Being a native Californian, I'd never seen quaking aspen in their autumn hues, nor had I seen reds, ambers and greens like western Colorado in the fall. During the day I rode in T-shirt temperatures. At night, sometimes we'd have a light rain pattering on the roof of the van along with cool, "good for sleeping" temperatures. Next morning there would be fluffly white clouds against a blue smogless sky. Incredible weather!

Animas Valley itself is at an altitude of 6800 feet. The mountains sweep up

It was so neat on the banks of the Animas River that we stayed on six days, instead of only one as we had planned.



on either side and there are more dirt roads and view points than we could possibly cover in just six days. Now for the best part, from a trailbiker's frame of reference: The four-wheel-drive roads of Colorado.

The State of Colorado has many, many roads designated as being passable by four-X rigs only. You know what that means, don't you? It means lots of high mountain trails which are too tough for the average car or truck. We motorcyclists know we can go any place a Jeep can go, right? So, there you are. Whole new, great trails to ride. Some go clear up to around 12,000 feet in the thin air. It would take you an entire summer to ride 'em all.

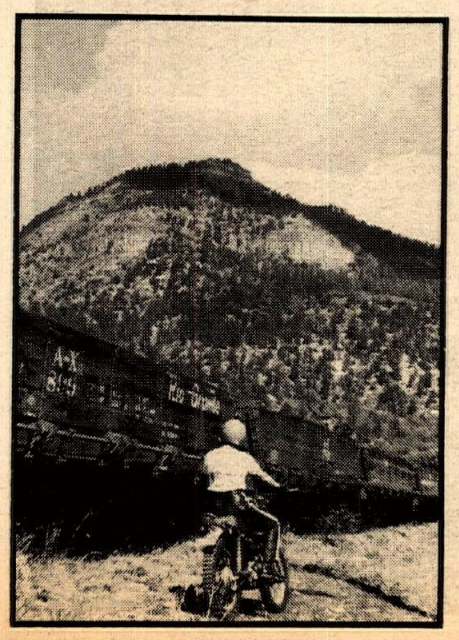
It was early October and prior to the opening of deer season when we were there. The good part about that was that the few other people we met on those many four-wheel drive trails were occasional Jeepers scouting the country for the on-coming hunting season. It was like having your own private mountain retreat to just ride in any direction that came to mind.

For the rockhounds and mining enthusiasts there are plenty of old mines from around the turn of the century. But for us there were the colors. Rainbow tones on the mountains and, looking way down into the valleys from up high on the trail, the views reminded us of being in an airplane. From up there the patchwork colors of the farms, the shine of the river and the reflection of the sun on the tiny houses are a photographer's dream. We shot 21 rolls of film trying to capture it all!

As I said in the beginning, it's been a very good year with many enjoyable changes brought about by my faithful little Yamaha and the freedom it has given me.

What happens in the coming year? Well, for one thing, we're taking our bikes back to soak up some more of colorful Colorado. See ya . . . ●

The Denver and Rio Grande railroad is one of the few remaining steam-driven trains in the U.S. It runs smack up the middle of the Animas Valley.



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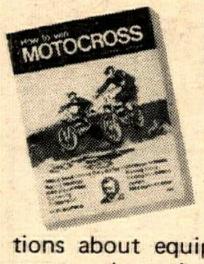

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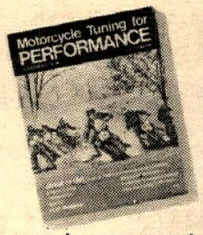

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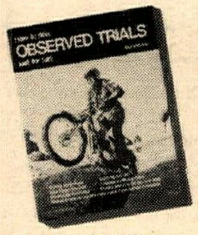

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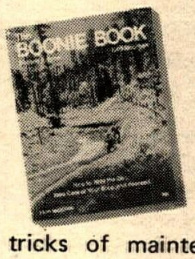

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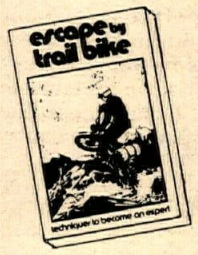

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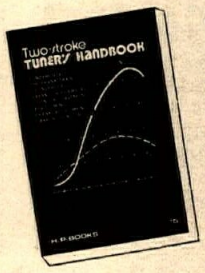

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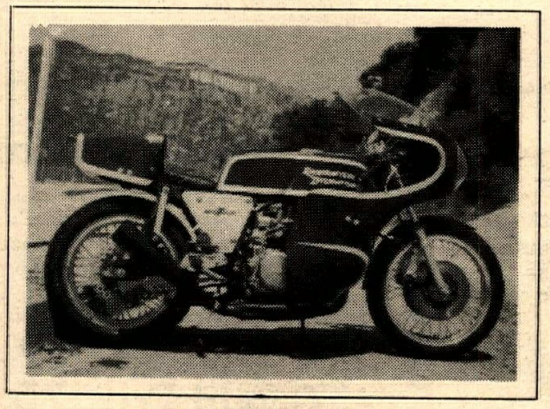

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6:00	Sign-up Opens	Sign-up Opens
8:15	Practice	Practice
8:45	Open Beginners	Open Novices
10:00	81-200 Beginners	250 Beginners
11:15	100-Open over 35 years	81-200 Novices
12:45	250 Novices	All the girls
2:00	0-80cc Under 16 years	201-OPEN TEAM EVENT
3:15	0-200 TEAM EVENT	(No camping Friday night)

One hour races on a wide course approximately 1/3 asphalt, 1/6 fast TT terrain, and ½ cross country. Classes: 80, 100, 125, 200, 250, Open with special groups for riders under 16 and over 35 and girls.

MAIL ENTRY $8.50 (No admission charge for the rider) Post entry $9.50 – Non SRA members must join for either the year (8.00), or the event ($1.50) . . . . .

Entries and info call: (213) 320-1015
Camp Okay. No play bikes allowed.
Free admission to spectators under 12, others $3.00.

20 % TROPHIES
BEAUTIFUL FINISH PINS

March 1
Family Fun Day

Fun & Games – Slow Races – Balloon Bust, Beer & Good times for all – No entry fee.
Lots of awards – Members & friend welcome – Starts 1:00. Limed 7 miles north of Adelanto on Hwy. 395.

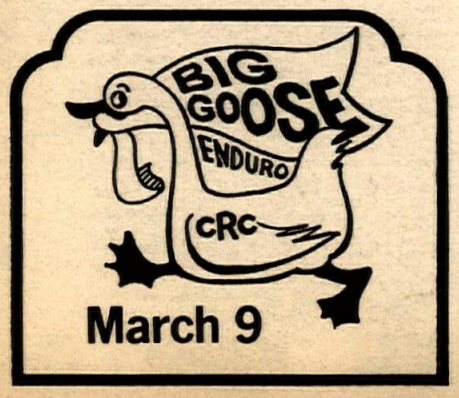
March 2
Dual European Scrambles

& team event – races start at 9:00 with the team event scheduled for 1:00. Entry $7.50 (non-members pay $1.50 daily fee). Beg, Nov, Amateurs.
30% trophies.

Desert Racing Assn.
DRA Triple Hare Scrambles
3 x 22 mile loops * Beg-Nov-Am-Ex
$300 Purse
$100 Overall, $50 2nd, $25 3rd
$50 1st Amateur, $25 1st Novice
$25 to remaining 2 bike sizes
March 2
20% Trophies – Finisher Pins – DRA Points – Sign Up Sat. & Sun. a.m. – Start 9:30 a.m. – Complete four wheel rider and bike recovery. No Charge. – Limed No. of Four Corners, left side Hwy 395, also Calif. City golf course S.C.A.T. radio – 4 wheel Ambulance, catering, photos. 714-373-4647

Entries now open
2action-packed days of racing-May 3 & 4
Honoring all cards & licenses.
DRA Desert Racing Assoc. Presents
California City Grand Prix '75
(the last of the real Grands Prix)
$2000 cash & contingencies
Entries limited – 350 per race. Act now!
DRA California City Grand Prix
P.O. Box 2605
California City, CA 93505
Info: 714-373-4647

ESCAPE COUNTRY
$2000 PURSE MX MARCH 23
Live music all Easter week.
714-586-7964



March 9

CRC Desert Team Race
Sunday, March 2
17 miles north of Adelanto, right hand side. 10 AM start.

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

ADR MX
Arizona Desert Raceway. 9 mi. W of Avondale, AZ on Hwy 80 to Airport Rd. 100% p.b. Ex. plus season point fund. Gate opens 7 am, prac. 8. 9:15 riders meeting. All classes. 602/252-1900.

MOTOCROSS
Escape [illegible] ountry, Trabuco [illegible] CA. San Diego [illegible] o exit, E 13 n [illegible] nru Open classe [illegible] req. Open 7 am, ra [illegible] 9. 714/586-7964.
$2000 purse Mar. 23

CMC MOTOCROSS
Metro Cycle Park. 38th Ave. & Broadway, Phoenix, AZ. P.O. Box 9628, Phoenix, 85068. Entry $7. $10 Pro. Cash to Pros. Race 9:30 am. 602/992-9429.

CMC WINTER SCRAMBLES
Cycle Land Speedway. 14 mi. S of Chico on Hwy. 99E. All classes, minis. Sign up 8 am, prac. 10, race 12. $2.50 ride or watch. $2 rider entry fee. 916/342-4979.

MOTOCROSS
Rawhide Park, Elsinore, CA. 714/689-0871.

BICYCLE MX
Western Sports A-RAMA on Linclon btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

1st Sunday

FREE SAFETY CHECK
Hacienda Honda 507 N. Azusa Ave. btwn. Pomona & San Bernardino Fwys., La Puente, CA. Free safety insp. 12-3 pm. Also free consumer cycle maintainance class 3-5 pm. 213/968-6461.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave.. btwn. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

CMC MX
Sand Hill Ranch. From Concord, March Creek Rd. to Camino Diablo. First ranch on Camino Diablo. First moto 9 am. Entry $8, $15 Ex. 100% p.b. to Ex. 30% trophies. 100% trophies to minis. Rt. 2, Box 143 C, Brentwood, CA 94513. 415/634-3328.

HRA TT & HALF MILE
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 8:30-9:30 am. Entry $3 non-memb. Gate $2. No memb. req. Free camping. 25% same day brass. Sil. req. Minis to Pro. 714/246-6109.

2nd & 4th Sundays

TT SCRAMBLES
Valley Cycle Park., Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. No cards req. All classes. Must have sil. & number plts. Ex. p.b. Prac 9 am, race 10. 805/529-9546.

HRA MX
395 Cycle Park, on Hwy 395, Adelanto, CA. Sign up 7:30-8:30 am. Entry $4. Gate $2. No memb. req. Free camping. 40% same day brass. High Schools scored separately for pts. trophy and perpetual trophys for all hi-desert. 714/246-6109.

1st, 3rd & 5th Sun.

BICYCLE MX
Saddleback Park, Orange, CA. Prac. 12:00, race 1. Entry $1 memb., $1.50 non-memb. All new track & super trophies. Saddleback Bicycle Club. 213/597-0478, 714/639-5832.

4th Sunday

SRAC/BRRMC TT or SHORT TRACK
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes Minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 11. 303/443-0825.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. 714/735-1301, 653-2633.

2nd, 3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

Every Wednesday

OPEN MX PRACTICE
Orange County Int. Raceway, Irvine, CA. Take Sand Cyn. Ave. off ramp. Hwy. 5. Open 3-10 pm. Entry $2 per bike. Fully prepared track under the lights. 714/559-0580.

Every Thursday

S.A.M. HSMX
Orange Cty. Intl. Raceway. Sand Cyn. off ramp off I-5. Gate open 5 pm, race 7. OCIR MX, P.O. Box 2455, Orange, CA 92669. 714/559-0580.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, CA off Hwy 91. Only schools invited may enter. $3 entry. Open 5 pm. Race 7. 714/689-1913.

NMA NIGHT MINI MX
Indian Dunes Valencia, CA. Sign up 6:30 pm.

R.A.C.E. MX
Corona Raceway, Corona, CA. Hwy 91 to Magnolia or Pierce. Memb. not req. Prac. 6:30 pm, race 7:30. Entry $3 memb. Racing on separate course from HSMX course at same time. Watch both for $2.50. P.O. Box 388, Corona, CA 714/735-1705.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & mini. Ride or pit $3.50. 100% p.b. less 50 cent ins. fee. Spec. $2.50. Quiet muff. req.

AMC NIGHT MX
Orange Cty. Intl. Raceway. Irvine, CA. 200% Pro p.b. 30% brass. Entry $6, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/532-3923.

CMC NITE MX
Irwindale Raceway, Irwindale, CA. Gate open 4:30-6:30 pm., prac. 6-7, race 7:30. Entry $6 inc. admission. No gate fee for riders. Spec. $3 adults, $2 13-16 yrs., $1 8-12 yrs. Under 8 free. $3000 rider med. cov. Post entry only. 714/557-3323.

AMA AMATEUR HALF MILE
Ascot Park, Gardena, CA. 18300 Vermont, Gardena. 90247. Racing starts 8 pm. For info. call 213/321-1610, 323-9710.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in City of Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm. Entry $2.50. Discount card avail. 714/998-6373, 998-3535.

Every Saturday

CMC NIGHT MX
Woodburn Dragstrip. 1½ mi. W of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 pm, race 7. 503/654-1369, 982-4461.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy., El Toro exit, E. 13 mi. First day thru Open classes. Memb. rqd. Open 7 am, race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

S.A.M. MX
Saddleback Park, Orange, CA. No memb., no mail entry. $6 post. Ex. 2x40 min. motos, others 3x20 min. 100% Ex. p.b. Open 7 am. 714/979-9233.

PERRIS RACEWAY
Perris, CA. Information for racing and practice. 714/657-3678.

D-36 INDOOR ST
Championship Series. Sonoma Cty. Fairgrounds, Santa Rosa, CA. Sportsman & Semi Pro. Entry $5.50.
100% p.b. less 50 cents ins. fee. Spec. $2.50. Quiet mufflers req.

TT SCRAMBLES
Elsinore Raceway, Elsinore, CA. Hwy 71 & Lugona Ave. Ride/watch $3/$1.50. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6, race 8. 714/826-2386, 674-5383.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

R.A.C.E. MX
Corona Raceway, Corona, CA. Gate open 8:30 am, prac. 9, race 10. Memb. not req. $4 memb. $6 non-memb. $2 spec. $8 Ex. 100% p.b. to Ex. 30% trophies all classes. 714/689-1913.

S.A.M. HSMX
Ascot Park, Gardena, CA. Vermont Ave. btwn. 190th & Artesia Blvd. in Gardena. Mem. req. S.A.M. High School qual. for Super Bowl of H/S MX. Entry $5. Gate opens 10 am, race 1 pm. 18300 S. Vermont, Gardena, CA 213/321-8859, 321-8863.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 am, start 10. 805/529-9546.

BICYCLE MX
Corona Raceway, Corona, CA. Fwy. 91 to Magnolia or Pierce off ramp.

MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Two 25 min. Ex. motos. 30 min. prac. Open 7:30 am. Tech. insp. & racing begins 9:30 am. Rolf Tibblin MX Club. 714/724-8091.

S.A.M. HSMX
Corona Raceway, Corona, CA. Pit gate open 8:30 am, prac. 9, race 10. 30% trophies awarded following wk. 714/735-1705.

BIGGIES & SCHEDULES

1974-75 Arizona Trials Schedule

3/2	CAT, Phoenix
3/16	CAT, Phoenix
4/6	CAT, Phoenix
4/27	SATA, Tucson
5/4	CAT, Phoenix
5/25-26	SATA, Tucson

Provisional 1975 AMA Nat'l Enduro Schedule

February	
23	Nashville, Tenn. (Little Harpeth)
March	
23	Washington Cty., Va. (Lonesome Pine)
	Los Padres Nat'l For. Cal. (Red Garter)
April	
6	Whitlings, N.J. (Curley Fern)
13	Delta, Ohio (Fallen Timbers)
20	Post, Tex. 125 Mi.
27	Forest Hill, Ca. 100 Mi.
May	
4	Shelby, Ind. (Burr Oak)
June	
8	Olympia, Wash. (Black Hills)
15	Harrison, Mi. (Porcupine)
22	Backus, Minn. (Foothills Classic)
September	
14	Talladega, Al 100 Mi.
21	Lawrence, Kans. 100 Mi.
28	Chatsworth, N.J. 150 Mi.
October	
5	Lynville/Warrick City, In. (Black Coal)
19	Pecotonica, Ill. 125 Mi.
26	Apalachicola Nat. For., Fla. 150 Mi.
26	Stonyford, Ca. 100 Mi.
November	
2	Fort Hood, Tx. 125 Mi.
9	Barstow, Ca. 125 Mi.
16	Central Village, Ct. 125 Mi.
23	Klamath, Ca. 125 Mi.

U.S. ISDT Qualifiers

March	
15-16	Sunland Shamrocks Sunland, Cal.
May	
3-4	Motorcycle Activities Clb. McMinnville, Ore.
10-11	Pacific NW Trials Assn. Weston, Ore.
31-J1	Potosi MC Potosi, Mo.

1975 U.S. National Championship Observed Trials Series

May 24	Southern California
May 31	Washington
Jul. 27	Ohio
Aug. 23/24	Colorado
May 26	Northern California
Jul. 26	New York
Aug. 2	Minnesota
Aug. 30	Texas
Sep. 1	Oklahoma

Saturday, Mar. 1

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy. 405 to Hwy. 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863

CMC ROUGH SCRAMBLES
Happy Valley Raceway, Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presenting Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

Sunday, Mar. 2

D-37 HI MOUNTAIN ENDURO
500 riders, street legal, sil. & spk. arr. req. $10 entry per rider, team $1/rider extra. Entries close Feb. 10. Write for entry form. Penguin, A.S.I. Box 111, Cal Poly, San Luis Obispo, CA 93407. 805/543-8941, 544-8831.

D-37 COYOTE DERBY ENDURO
Approx. 100 mi., two loops. C riders one loop. Limed/marked N on Hwy 395 from 4 Corners, CA. to Cuddeback Dry Lake area. Entry & 2 sase to Chaparrals MC, PO Box 1004, Los Alamitos, CA. $8 mail plus $1/rider teams. $10 post. Pub. dwg. Feb. 17, BJ's, 3291 E. Mira Loma, Anaheim, CA. 213/430-3326.

BENEFIT MARATHON
Fremont Raceway, Troy Durham Benefit series. 2 man, 2 hr. No lic. req. Gate open 8 am, minis 8:30-9:15, $4 ride, $2 watch, 125-9:30, 250-noon, Open 2:30. $7 ride, $2 watch. 30% trophies. 415/327-4461.

CMC ROAD RACE
Willow Springs. From L.A. Hwy. 14 to Rosamond W on Rosamond Blvd. 5 mi. R on 75th. Classes for GP, Prod, Cafe & 4 Stroke. Gate open 7 am, prac. 9, race 12. Entry $10 mail, $15 post. 3407 W. Olive, Burbank, CA. 91505. 213/842-7433.

GREYHOUNDS DUAL HARE SCRAMBLES
Ponderosa Inn, 15 mi. E of Lancaster on Ave. J. Start 10 am & noon. Entry $10 both races, $6 one. Trophies to 40% of entry in each race. 3-eight mi. loops, all classes & beg. 213/360-9287, 324-4747.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Take Broadway exit off Hwy 101 into river-bed. Sign up 6:30, prac 8. Entry $6 Jr., $12 Ex. Post entry only. 100% p.b. to Ex. 805/925-0940, 937-4043.

D-36 SEMI PRO SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5. 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

D-37 SEMI PRO TT SCRAMBLES
Elsinore Raceway, Elsinore, CA ...n up 7 am, pra... 9. $300 gua... CANCELLED ...se. AMA sanc. min. bike class. Sandak Racing Assn. 714/870-5220.

D-36 EUROPEAN HARE SCRAMBLES
Plymouth, CA. First race 9 am. Mail entry $6, post $8. Mail to Sacramento Jammers MC, 1711 Mercury Wy., Sacramento, CA 95825. 916/482-6740, 961-1211.

ATA TRIALS
Reche Cyn. area. Riverside Fwy. past Riverside to Washington off-ramp. SE to Reche Cyn. R to Trials area. Camping free. $2 gate fee per bike, kids free. $4 entry for ATA/$6 non-ATA. $1 entry women & kids. 9 am sign up, 10 riders meet. 714/830-1937.

ELKS CHARITY MX
Fresno Dist. Fairgrounds. Sign up 6:30 am. Mail entry $5, post $7. Sweepstakes race, Old Timers, Wheelie contest. Sanctioned by AMA. Fresno Elks Lodge 439. Fresno M/C.

AME MOTOCROSS
De Anza Cycle Park. Mem. req. Gate open 6:30, prac. 7:30-8:30, race 9. Entry $6, $12 Ex. post only. P.B. to Ex. 30% trophies to sptsmn. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC MOTOCROSS
Rawhide Cycle Park. 30% trophies same day. Gates open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

AMA MOTOCROSS
Fresno Dist. Fairgrounds. Take Ventura off ramp on Hwy. 99 E to Fairgrounds. Start 8 am. Entry $5. Fresno Elks Charity MX. All proceeds to Cerebral Palsey. 209/226-4899.

AMA PRO TT
Ascot Park, Gardena, CA. Pit gate open 10 am, prac. noon, race 2 pm. Nov., Jr., Ex. classes. 213/321-1610.

MOTOCROSS
Lake Dolores. 18 mi. E of Barstow on Las Vegas Fwy. Take Minneola offramp. Sign up 8-9 am, prac. 9-9:45, race 10. Free camping. Riding area for non-racers. Race $5, gate $1.50. High School Pts. PO Box 511, Yermo, CA 92398. 714/257-3315.

MOTOCROSS
Fly N Raceway, Thermal, CA. Indio Blvd. to Hwy. 86 to Airport Blvd., turn L watch for sign. All classes - 2 ft. gold. Start 9:30 am. Entry $5. 81375 Fuchsia Ave. Indio, CA.

D-36 HARE SCRAMBLES
Limed from Nixon, Nevada to scene of activity. Gas up before leaving Reno. Sign up all day Sat. & Sun. till 10 am. Race 10:30 am. All classes. Entry $10. Western States Racing Assn. 702/972-1853.

AMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30, race 9. No mail entry. $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. 714/532-3923.

CRC DESERT TEAM RACE
17 mi. N of Adelanto, R side of Hwy. 395. 6x20 mi. course. 2 riders make team, 2 bikes ok. 10 am start. 714/688-1291.

BCA COMBO CROSS
Indian Dunes, Valencia, CA. Shadow Glen course. $500 Pro purse. 50% Sptsm. brass. Race 9 am. 805/259-8000.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA on St. Hwy. 113. 30% trophies, 100% p.b. Pros. All classes. Gate open 6:30 am, prac. 7:30, race 9. Entry $6 mail, $8 post. $15 Pro entry post only. PO Box 601, Dixon, CA 95620. 916/678-3592.

B.O.S.S./ CMC SEMI-PRO MX
Summit Cycle Park, Hopland, CA. Hwy. 175 btwn. Hopland & Clear Lake. Gate open 6:30 am, prac. 7:30, race 9. Entry N/I $6 mail, $8 post. Pro $15 post only. 120% Pro p.b. 30% trophies to others. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

DRA TRIPLE HARE SCRAMBLES
California City. Limed from 17 mi. N 4/Corners, Hwy 395, L side, also limed from Calif. City Golf Course. 3x22 mi. $300 purse, $100 to Overall. 20% trophies, fin. pins. All classes, DRA pts. 714/373-4647.

SUNNYVALE PAL MX
Sunnyvale, CA. Hwy. 237 to Caribbean Dr. Gate open 6:30 am, prac. 7:30, race 9. CMC lic. req. Entry $7 J/I, $13 Ex. 408/732-1197, 739-1807.

SPTSM TT SCRAMBLES
Happy Vly. Rwy. Redding, CA. All classes to 750cc & minis, entries perm. Open 7 am, prac 9, race noon. Rain date Mar. 16. Aragon MC. 415/892-5350.

D-36 SEMI PRO ROUGH SCRAMBLES
Pioneer Arena. S off Hwy. 120 btwn. Oakdale & Escalon. Sign up 7:30-10:30, prac. 9-11, race 12 noon. $3.50 entry. Semi Pro pay $2.50 more. $25 added purse each Ex. class. All classes. 209/869-1457.

D-36 SCRAMBLES
Auburn Dist. Fairgrounds, Auburn, CA. All sptsmn. classes & minis. Sign up 8 am, prac. 11, race 12:30. Entry $2.50 + $1 to ride. 2nd Annual Mardi Gras Benefit. 4300 Blackberry Hill, Auburn, CA. 916/885-7161, 885-4170.

ODRA DESERT RACE
20 mi. E of Bend, OR. Hwy 20. $8 pre-entry with two SASE to 1012 Wilson St., Eugene, OR. 97402 by Feb. 26. Post $12. Riders mtg. 10:30 am, race 11. 503/485-8070, 345-5348.

SRA DUAL EURO SCRAM & TEAM RACE
Limed from 7 mi. N of Adelanto, CA. Hwy. 395. For Beg., Nov., Nov. II. 30% brass, rescue, comm., amb. First race 9 am, team race 1 pm. Free fun day & mock races Sat. 213/320-1015.

March 5-8

DAYTONA MC & ACCES TRADE SHOW
Plaza Hotel, Daytona Beach, Fla. Comb. consumer/trade show. In conjunction with AMA National Daytona Classic races. Public hours: Mar. 5, 6-10 pm, Mar. 6, 6-10 pm, Mar. 7, 6-11 pm, Mar. 8, 3-11 pm. Surprises and fun for everyone.

March 7-8-9

DAYTONA 200 MI NATIONAL CLASSIC
Daytona International Speedway, Daytona Beach, Fla. Camel Pro Series. Fri. Mar. 7, Prod. RR, $1,200 purse. Sat. Mar. 8, Ex/Jr Classic 100 mi. & qual. events, $7,000 purse. Sun. Mar. 9, Classic 200 mi. National Champ. Formula 750 FIM, $53,000 purse. AMA/FIM.

Friday, Mar. 7

INT'L CHAMPIONS CHALLENGE SERIES
U.S. versus the World Speedway. Orange Cty. Fairgrounds, Costa Mesa, CA. Top Americans vs six man European team. Starts 8:15 pm. Adults $5, under 12 $3. 714/492-9933.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Mem. req. Sign up 5:30-7, race 7:30. Entry $5. Ex. $10 post only. P.B. to Ex. 30% trop. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

March 8-9

SRA RIVERSIDE GP
Riverside Intl. Rwy., E of Riverside, CA. Hwy. 60. One hr. races all classes plus team event. Sixty mi. good action. 20% brass & pins. 213/320-1015.

Saturday, Mar. 8

INDOOR S.T. SEMI PRO
Orland, CA. 75% Ex. p.b. All classes entries perm., no minis. Rider ins. Open 5 pm, prac. 6, race 8. Aragon MC 415/892-5350.

CMC ROUGH SCRAMBLES
Happy Valley Rcwy., Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presents Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

INT'L CHAMPIONS CHALLENGE SERIES
U.S. versus the World Speedway. Irwindale Raceway, Irwindale, CA. Top Americans vs six-man European team. Starts 8:15 pm. Adults $5, under 12 $3. 714/492-9933.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA on St. Hwy. 113. 30% trophies J/I, 100% p.b. Pro heat winners. Gate open 6:30 am, prac. 7:30, race 9. $6 mail entry, $8 post. Pro $15 post only. PO Box 601, Dixon, CA 95620. 916/678-3592.

Sunday, Mar. 9

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free school for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

Official AMA Grand National Championship & Camel Pro Series Schedule

Date	Location	Race Type	Purse
Mar. 9	Daytona Int. Speedway Daytona Beach, Fla.	RR	$67,000
Apr. 12	Texas Stadium Dallas, Texas	S-T	$14,000
May 18	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Jun. 1	Road Atlanta Gainesville, Geor.	RR	$27,000
Jun. 7	Louisville Downs Louisville, Ken.	H-M	$16,000
Jun. 14	Delaware St. Fairgrounds Harrington, Del.	H-M	$14,000
Jun. 22	Ohio St. Fairgrounds Columbus, Ohio	H-M	$16,000
Jul. 12	Mt. St. Helens MC Grnds. Castle Rock, Wash.	TT	$15,000
Jul. 26	Ascot Park Gardena, Calif.	TT	$14,000
Aug. 3	Laguna Seca Raceway Monterey, Calif.	RR	$27,000
Aug. 10	Peoria MC Grounds Peoria, Ill.	TT	$15,000
Aug. 15	Santa Fe Park Chicago, Ill.	S-T	$14,000
Aug. 17	Vigo Cty. Fairgrounds Terre Haute, Ind.	H-M	$14,000
Aug. 23	Indiana St. Fairgrounds Indianapolis, Ind.	Mile	$16,000
Sep. 7	New York Fairgrounds Syracuse, New York	Mile	$16,000
Sep. 13	Toledo Raceway Toledo, Ohio	H-M	$14,000
Sep. 21	Santa Clara Fairgrounds San Jose, Calif.	Mile	$16,000
Sep. 27	Ascot Park Gardena, Calif.	H-M	$14,000
Oct. 5	Ontario Motor Speedway Ontario, Calif.	RR	$40,000

CALENDAR

AME MOTOCROSS
Indian Dunes, Valencia, CA. Mem. req. Gate open 6:30-8, prac. 7:30-8:30, race 9. P.B. to Ex. 30% trop. to sptsmn. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

D-36 SEMI PRO HALF MILE
Orland, CA. All classes, entries perm. 75% Ex. p.b. Spl. non-AMA 750 class, must have Sptsmn. card to enter, 75% p.b. Aragon M/C. 415/892-5350.

D-38 SEMI PRO HARE SCRAMBLES
Imperial Valley, 4 mi. W of Plaster City, CA. Limed from I-8 & Ocotillo turnoff. Entry $10. Ex/Am 60% p.b., $5 Nov. Approx. 100 mi. 9 am start. 714/560-1749.

NRA MOTOCROSS
Valley Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

CRC BIG GOOSE ENDURO
Lucerne Valley. 2-loops, 75 mi. 8 am start. 20% trop. & fin. pins. Women & minis go 1-loop. A,B&C riders welcome. Mail $8.50 and 2 legal SASE to CRC 7601 Arlington Ave. Riverside 92503. Post entry $10. CRC pts. Family teams free. 2&3 man teams add $1 per rider. $1 discount to CRC mem. 714/689-6114, 688-1291.

CRC MOTOCROSS
De Anza Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

D-36 BLUE GARTER EUROPEAN SCRAMBLES
Prison Hill, Carson City, NV. ½ mi. past T-Car track. Starts 9 am, 10:30, 12:30, 2:30. Entry $8 per class. Sign up 1 hr. before race. 2 club trophies. Nev. Powder Puff Assn. 702/882-0342, 358-5424.

SRAC MOTOCROSS
Coal Crk. Rwy., nr. Lafayette, Co. I-25 N of Denver, W on Hwy 7. "A" riders $5, rest $3. Race 9 a.m. BRRMC. 303/427-2851.

D-36 SHORT TRACK
Reno Park Spts. Arena. 16 mi. N on Hwy. 395. Indoor dirt, 1/10 mi. 100cc to 360cc-Minis too. Sign up 8, race 12:30. Entry $4, spec. $2.50. 9495 Fremont Dr., Lemon Valley, NV 89508. 702/972-8376.

D-36 MINICYCLE MX
Marysville, CA. Under the E Street Bridge. Sign up 8-9:30 am, race 10. Entry $5, Spec. $2, under 6 free. Ages 6 to 13. High Point Trophy for series all classes. NOR-CAL. PO Box 2004, Marysville, CA. 95901. 916/673-5553, 674-3428.

MINI CYCLE MX
Snipes Park, City of Norco. Riverside Fwy. (91) to Hwy 31, N to Norco-Snipes Park (5th & Hamner). Start 12 noon. Entry $4. 125cc and under only. Trophies & prizes. Parks & Rec. Dept. PO Box 428, Norco, CA. 91760. 714/735-3900, ext. 18.

P.I.T.S. TRIAL
Hollister Hills, CA. 3rd Annual Truckin' Trials, virgin ground. Call Bob Thomas. 408/292-1889.

MOTOCROSS
5 mi. W of Starbuck. Presented by Dayton Jaycees, Dayton, Wash. New course, 30% trophies. Sign up 8-10 am, race 11. Entry $5, gate $2. PO Box 215, Dayton, WA 99328. 509/382-2573.

D-35 MOTOCROSS
Spillway Park, Santa Maria, CA. Entry $5, inc. med. All classes, Mini to Open Sr. Dbl. pts. Lompoc Slo Pokes. 805/WA5-0940, WE7-4043.

D-37 HARE&HOUND
Red Mountain. Limed from Red Mtn. Fin. pins, trophies & money. No rocks, no dust. Cash to class winners. $425 total purse. $100 to 1st overall, $50 to 1st Nov. 10 am start. Entry $7. 2-40 mi-loops. Res. 3. Invaders M/C. 213/567-5697.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

SEMI-PRO SCRAMBLES
Salinas Airport, Hwy. 1 & Airport Blvd. D-36 rules. Sign up 8 am, prac. 10, race 12 noon. $3 watch/ride, $5 Ex. 100% p.b., $1 children. Mini bike prog. 408/899-2401, 394-6276.

P.I.T.S. ENGLISH OBSERVED TRIALS
Lake Isabella Main Dam. Hwy. 178 from Bkfd., take Hwy. 155 Lake Isabella off ramp, turn L cross River Bridge at Main Dam R campground, L Trials. Sign up 8:30 am, Trials 10. $4.50 mem., $6.50 non-mem. Kids $1.50. Under 18 must have notzd. release or parent. 3000 Caliente St., Bkfd., CA 93306. 805/871-3075.

GRIZZLY BEAR ONE DAY ISDT TRIALS
Fouts Springs, Maxwell, CA. AMA Sanc. Mail district entry, $15 & sase to 551 Miner Rd., Orinda, CA 94563. 415/235-6505.

SEMI PRO HALF MILE
Orland, CA. 75% Ex. p.b. All classes, entries perm. No minis. Also non-AMA Exhib. class 75% p.b. rider ins. Open 7 am, prac. 9:30, race 12:30 pm. Aragon MC. 415/892-5350.

D-38 SEMI-PRO DESERT RACE
Plaster City, Imperial Valley, CA. Marked from I-8 at Ocotillo. Start 9 am. Entry $5.50, Ex. $10. 60% p.b. Dirt Riders Unlimited. 714/469-9802.

CMC SEMI-PRO MOTOCROSS
Sand Hill Ranch, Hwy. 580 to Vasco Rd. N on Vasco 17 mi. to Stop. R 1 blk. to track. Gate open 7 am, prac. 8-9, race 9. Entry $8, Ex. $15. 100% p.b. to Ex. 30% brass. 100% trophies to Minis. 415/634-3328.

D-36 ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + ex. $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

D-37 TT SCRAMBLES
Valley Cycle Park. Hwy. 23 & Tierra Rejada Rd. S of Moorpark, CA. Prac. 8 am, race 9. Entry $5.50. Hilltoppers M/C. PO Box 1746, Long Beach, CA 90803. 213/860-8435.

D-36 MINI MX
Marysville, CA. Under the "E" St. Bridge. Four race series. Ages 6 thru 13. Sign up 8-9:30 am, race 10. Entry $5. NOR-CAL, PO Box 2004, Marysville, CA 95901. 916/673-5553, 674-3428.

B.O.S.S./CMC SEMI-PRO MX
Summit Cycle Park, Hopland, CA. Hwy 175 btwn. Hopland & Clear Lake. Gate open 6:30 am, prac. 7:30, race 9. Entry N/I $6 mail, $8 post. Pro $15 post only. 120% Pro p.b. 30% trophies to others. 2438 El Lujo Wy., Rancho Cordova, CA 95670. 916/362-2796.

AMC MOTOCROSS
Saddleback Park, Orange, CA. No mail entry. $6/$12 post. $2 extra for non-memb. $3000 rider med. cov. 30% brass same day. 100% Ex. p.b. Open 7:30 am, prac. 8, race 9:30. 714/532-3923.

D-36 ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

B.O.S.S./CMC SEMI-PRO MX
Helvetia Park, West Sacto. Harbor Blvd. off I-80 6 mi. along Sacto River. Also IAM Schoolboy Superbowl Qualifier. Gate open 6:30 am, race 9. Entry N/I $6 mail, $8 post. Pro $15 post only. B.O.S.S. MX 2438 El Lujo Wy. Rancho Cordova, CA 95670. 102% p.b. Pro. 30% brass others. 916/362-2796.

March 14-15-16

MINI MINT
World Championship Cross Country Minicycle Team Race. Las Vegas, NV. $20 per team, MRAN $10 per team. Write for entry blank & rules. Entry closes Mar. 1. So. Nev. Jackrabbits & Mint Hotel. P.O. Box 5434, Las Vegas, NV 89102. 702/876-0220.

SHAMROCKS ISDT QUALIFIER
California City, CA. Lakeshore Inn. Sign in & tech. insp. Fri. Mar. 14. Easy 140 mi. Two Day Trial. Start 7:30 am both days. Entry $30. Shamrocks 744 Doan Dr. Burbank, CA 91506. 213/842-5885.

Friday, Mar. 14

SRA SPEEDWAY
Costa Mesa Speedway, Costa Mesa, CA. 1975 Speedway Challenge Series. Start 8:15 pm. Larry Huffman, PO Box 334, San Clemente, CA 92672. 714/492-9933.

March 15-16

V.O.T.E./ATA TWO DAY TRIAL
St. Patrick's 2-Day, first round Calif. St. Ch., Texas Canyon area, Angeles Nat'l Forest, from Hwy. 14, 8 mi. N of Solamint Junction. All ATA classes. Mail entry $10 (post $14), non-memb. $2 ex. with SASE to V.O.T.E., 6521 Farralone, Canoga Park, CA. 91303. 20% brass & pins. 213/346-4552.

Saturday, Mar. 15

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy. 405 to Hwy. 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859,321-8863.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

CMC ROUGH SCRAMBLES
Happy Valley Rcwy., Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presents Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

March 16-19

MINT 400
Desert Race. For info. Race headquarters, Box 2160, Las Vegas, NV 89101.

Sunday, Mar. 16

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 30% trop. same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

D-36 SEMI PRO SCRAMBLES
La Grange Rodeo Grounds. 32 mi. E of Modesto on Hwy. 132. All classes, minis too. Sign up 9-11 am, prac. 9-11, race noon. Entry $5. 100% p.b. + trophies. Semi-Pro for Experts only. 209/529-1620, 883-0206.

AME MOTOCROSS
DeAnza Cycle Park. Mem. req. Gate open 6:30, prac. 7:30-8:30, race 9. Entry $6, Ex. $12 post only. P.B. to Ex. 30% trophies to sptsmn. PO Box 1421, Reseda, CA. 91335. 213/881-5778.

CRC HARE SCRAMBLES
Lucerne Valley. 2x30 mi. 10 am start. Beg.&Nov. 30% trophies & fin. pins. $8 mem. $10 non-mem. 714/689-6114.

DRA EUROPEAN SCRAMBLES
Adelanto, CA. Limed from Adelanto, 7 mi. N on Hwy 395, L side. $300 purse, $100 to Overall. 20% trophies, fin. pins, DRA pts. 0-200 B/PP/Minis 9 am. 0-200 Nov 10, 250 & Open Nov 11:15 am, All Am/Ex 12:30. 714/373-4647.

MOTOCROSS
Rosemead Motor Bike Park. 9100 E. Garvey Ave., Rosemead, CA. Entry $5 + $1 gate fee. Sign up 8-9 am. 3 number plts. req. Ex. p.b. 60%, 30%, 10%. J/I trophies only. 213/288-6671 ext. 66 or 35.

$1.50., .75. High School Pts. PO Box 511, Yermo, CA 92398. 714/257-3315.

D-35 QUICKSILVER ENDURO
Clear Creek, CA, New Idria. 38 mi. E of King City off Hwy 25. Start 8 am. Entry $10. Course approx. 80 mi. Competition M/C, 319 W. Market St., Salinas, CA 93901. 408/422-9809, 663-4426. Entries open Feb. 15.

March 21-22-23

MINICYCLE WORLD CHAMPIONSHIP
Indian Dunes, Valencia, CA. International Course. Biggest MX event in the world. Fri. tech insp. & prac. Sat & Sun races start 8 am. Mail deadline Mar. 3. Entry $8 mail, $30 post. National Minicycle Assn. 23301 Ostronic Dr., Woodland Hills, CA. 91364. 213/340-4704.

March 22 -23

RUSS DARNELL MX SCHOOL
Carnegie Cycle Park, Livermore, CA. Russ Darnell instructing. All MX technique covered. Limited entry. Start 9 am till 3:30 pm. Entry $25. 213/367-1722.

Saturday, Mar. 22

4th ANNUAL RED GARTER ENDURO
125 mi. Nat. Championship Enduro. Balinger Cyn. Los Padres Nat. Forest. Marked from Hwy. 166 & 33 near Maricopa, CA. Entry closes Mar. 9. 500 rider limit. Pub. drawing Mar. 12, 8:30 pm., 12937 Venice Blvd., L.A. 4 riders per min. 2-loops, C-riders start after A&B riders, go 1-loop. Start 7 am. Entry $8 + $1 per team member. Enduro street legal. Decals, pins with garter. 2 SASE & Std. entry to Dirt Diggers M/C, 4601 W. Imperial, Inglewood, CA. 90304. 213/673-0306.

SPONSORS MX INVITATIONAL
Ontario Motor Speedway, Ontario, CA. 300 max. riders by invitation only. 50% p.b. of entry & spectator. Paved pits and lots of room. Pres. by Torrance Cycle Parts, P.O. Box 23, East Irvine, CA 92650. 213/371-3611.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, CA. 20% trop. awarded same day. 2-25 min. motos. Mail $5, post $8 to CRC 7601 Arlington Ave. Riverside 92503. 714/689-6114.

SEMI-PRO SCRAMBLES
Salinas Airport Hwy. 1 & Airport Blvd. Sign up 8 am, prac. 10, race 12 noon. $3 watch/ride, $5 Ex. $1 children. 100% p.b. Mini bike prog. 408/899-2401, 394-6276.

LANE CAMPBELL

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-37/38 MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. AMA card req. Sign up Sat. 5 pm till dark. Gate open 6:30 am, prac. 8, race 9. Entry $5. Camping $5 per carload. Dirt Bike Promotions. 714/560-0426.

AMC MOTOCROSS
Rawhide Park, Elsinore, CA. No mail entry. $12 Pro, $6 all others. 30% brass. Gate open 7 am, prac. 8, race 9:30. $2 extra non-memb. $3000 rider med. cov. 714/532-3923.

MOTOCROSS
Lake Dolores. 18 mi. E of Barstow on Las Vegas Fwy., take Minneola offramp. 8-9 am sign up, 9-9:45 prac., race 10. Free camping. Riding area for non-racers. Race $5, gate

CMC ROUGH SCRAMBLES
Happy Valley Rcwy., Redding, CA. Happy Valley Rd. turnoff from S Redding "99". Follow Blue Arrows. K&G Enterprises presents Redding Regional Rough Scrambles Championship. Sign up 8:30 am, prac. 9, race 11. Entry $6. 916/241-9279.

DICK MANN ROAD RACING SCHOOL
Sears Point Intl. Raceway. Class limited to 25 riders. Starts 9 am, finish 4:30. Must have MC, leathers, helmet, boots & gloves. Deposit of $25 req. Enrollment closes Mar. 21. Balance of $25 to be pd. at school. 707/938-4741.

Sunday, Mar. 23

D-36 MINI MX
Marysville, CA. Under the "E" St. Bridge. Four race series. Ages 6 thru 13. Sign up 8-9:30 am, race 10. Entry $5. NOR-CAL, PO Box 2004, Marysville, CA 95901. 916/673-5553, 674-3428.

ITA TRIALS & TRIALS SCHOOL
Saddleback Park, Orange, CA. Sign up 9 am, school 10, competition 12. You may sign up at 11:30 & ride Trials only. $5 for club memb. $7 non-memb. Free schools for memb. $2 non-memb. P O Box 2155, Orange, CA. 92669.

AFM ROAD RACE
Ontario Motor Speedway, Ontario, CA. 40 mi. E of L.A. alongside San Bern. Fwy. All classes inc. sidecar. Gate open 8 am, rider meet 8:30, prac. 9, race noon. Entry $15 solo, $20 sidecar, $10 cafe, $5 per extra class. 714/675-2153, 213/476-5302.

D-36 MINICYCLE MX
Marysville, CA. Under the E Street Bridge. Sign up 8-9:30 am, race 10. Entry $5, Spec. $2, under 6 free. Ages 6 to 13. High point trophy for series all classes. NOR-CAL. PO Box 2004, Marysville, CA. 95901. 916/673-5553, 674-3428.

CRC MOTOCROSS
Rawhide Cycle Park. 30% trophies same day. Gate open 7 am, prac. 8, race 9:30. Cash to Pros. 714/688-1291.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. J/I entry $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry mut be rec. by Fri. am before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

PACIFIC COAST REGIONAL CHAMP. T
Ascot Park, Gardena, CA. Pro event. $3,500 purse. 2 pm start. Nov., Jr., Ex., classes. 213/321-1610.

March 25-26

RUSS DARNELL MX SCHOOL
Saddleback Park, Irvine, CA. Russ Darnell instructing. Limited entry. Start 9 am till 3:30 pm. Entry $25. 213/367-1722.

March 27-28

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Russ Darnell instructing. Limited entry. Start 9 am to 3:30 pm. Entry $25. 213/367-1722.

March 29-30

WEST TEXAS 10,000 MX
Midland Texas. Midland Westside Optimist. $2500 in trophies. $10,000 Sr. purse. Beg., mini (Jr/Int), 100 (Jr/Int), 125 (Jr/Int/Sr), 250 (Jr/Int/Sr), Open (Jr/Int/Sr). Prac. 8 am Sat. with qual. and some first motos. All second motos on Sun. Sr. ride 2-30 min. motos. Pre entry B/J/I $10, Sr $20. Gate $6, under 10 free. Entries to Quality Auto Sales, 2600 East 8th, Odessa, TX 79761. 915/332-1504.

Saturday, Mar. 29

S.A.M. HSMX
Indian Dunes, Valencia, CA. N on Hwy. 405 to Hwy 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

Sunday, Mar. 30

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36
ROUGH SCRAMBLES
Pioneer Rodeo Grounds, Oakdale, CA. Semi-Pro. Sign up 7:30-10:30 am, prac. 9-11, race 12 noon. $3.50 ride, $2.50 watch. $1.50 for 2nd bike. Semi Pro $3.50 entry + extra $2.50 at sign up. 100% Pro p.b.+$25 added purse in each Ex. class. All classes & Minis. 209/869-1457.

April 5-6

HANGTOWN MX CLASSIC
Plymouth, CA. 125-250cc AMA Nat'l. MX & D-36 Sptsmn. Lim. entry, closes Mar. 14. Pre-entry $10 & SASE (Post $25) to Dirt Diggers North, PO Box 699, Loomis, CA. 95650. Assigned numbers. Lim. camping, $5 fee. Open 6 am both days.

D-37
GREAT BEAR GP
Riverside Intl. Raceway, Riverside, CA. Entries open Jan. 24., close Mar. 9. Mail entry $12 per rider. Post $100. No refunds. Send 2 sase to OCMC PO Box 6026, Orange, CA 92667. Entries limited. 714/636-OCMC, 636-6262.

Saturday, Apr. 5

S.A.M. HSMX
Indian Dunes, Valencia, CA N on Hwy 405 to Hwy. 126, E on 126 one mi. Mem. req. $7. Entry $5. Racing Dir. 805/942-2671. S.A.M. 213/321-8859, 321-8863.

Sunday, Apr. 6

75 MI VULTURE DESERT RACE
Mtn. Home Idaho. S of Bryneau, Idaho, follow signs. Start 11 am. Entry $12. Free T-shirts, 33% trophies, fin. pins. PO Box 8, Mtn. Home, Idaho. 83647. 208/587-3319, 587-7555.

AMA PRO HALF MILE
San Jose Cnty. Fairgrounds, San Jose, CA. $1200 purse. Warmups 10 am, trials 11, race 2 pm. 408/438-3210.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry J/I $7 mail, $10 post. Pro $12 mail, $15 post. Mail entry must be received no later than Fri. a.m. before event. CMC lic. req. $3000 med. cov. P.O. Box 1402, Costa Mesa, CA 92626.

D-36
ROUGH SCRAMBLES
Pioneer Arena, Rodeo Grounds, Oakdale, CA. Pioneer Ave. S off Hwy 120 between Escalon & Oakdale. Sign up 7:30-10:30 am, prac 9-11, race noon. Entry $3.50, inc. ins. $2.50 watch, 50 cents under 12. Oakdale MC, 9600 Pioneer Ave., Oakdale, CA. 95361. 209/869-1457.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. AME card req. No pre entry. $6 Jr/Int. $12 Ex. Sign up 6:45 am, prac. 8, race 9. 100% p.b. to Pros. 3292 Ferndale, Santa Maria, CA 93454. 805/WA5-0940, WE7-4043.

Sunday, Apr. 13

WIDOWMAKER HILLCLIMB
Point of the Mountain, Utah. Take Prison exit off I 15, 10 mi. S of Salt Lake City. Entry $3. For info send SASE to BEE'S M/C, Box 46, West Jordan, Utah. 801/254-3601, 561-8849.

April 18-19-20

CYCLE WORLD INT'L M/C & BICYCLE SHOW
Los Angeles Memorial Sports Arena. Fri. 6 pm-midnight, Sat. 12-12 mid., Sun. 12-8 pm. $3.75 gen. adm., $3.50 with discount ticket. Contact Jeff Heninger for custom entry info. or booth sales. 1499 Monrovia Ave., Newport Beach, CA 92663. 714/646-4455.

May 10-11

WORLD CHAMPIONSHIP HILLCLIMB
De Anza Cycle Park, Sunnymead, CA. Presented by James Mock, Inc. Mail entries only by Apr. 20. $5000 purse. Class A&B bikes welcome. Sat. Stk. class only. $7 entry, all classes Mini-Open. Sun. three exhibition classes. $15 mail entry, $30 post. Sun. moneyday. Mail entry to De Anza Cycle Park, PO Box 973, Sunnymead, CA 92388. 714/653-5840, 653-2633.

June 12-13-14

S.C.O.R.E. BAJA 500
Ensenada, Mexico. Drawing Apr. 5th-Boys Club of Santa Paula, 1400 E. Harvard, Santa Paula, CA. Entry $375 all classes + $12.50 per person ins., & $15 State fee. $100 deposit by 3 pm Sat. Apr. 5. Mail all entries to S.C.O.R.E. Hdqt. Do not mail entries to Santa Paula. S.C.O.R.E., 2701 E. Anaheim St., Wilmington, CA 90744. 213/437-0466.

Big Bucks Big Pro MX Big O
Sunday, March 23
(213) 371-3611
(714) 838-3373

CMC
Road Racing returns to Willow Springs
March 2
Race with the best. Classes for GP, Production, Four-stroke GP, Cafe. New 750 class production. Gates open 7 am, Practice 9 am, Race 12 noon.

Money Races
Which ones will they be?
Drawing at riders' meeting.
Spectators welcome.
213-843-7433

Brush Busters Motorcycle Club
Open for membership.D-37 desert club.
213-337-1628

AMC
Race Schedule
Mar. 2 — Carlsbad
Mar. 9 — Saddleback
Mar. 16 — Rawhide
Mar. 23 — Saddleback
Info: 714-532-3923

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post - 100% payback Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT MAY 7
CMC LICENSE REQUIRED $7.00 PER YEAR
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A.M.E. ENTERPRISES
AME Race Schedule
Membership required
$5,000 medical insurance
1st & 3rd Sunday-DeAnza Park
2nd Sunday-Indian Dunes
Friday night racing at Indian Dunes starts March 7th
info: 213-881-5778

Nat'l. AMA Championship
DIRT DIGGERS MOTORCYCLE CLUB
Red Garter Enduro
March 23
$8.00 entry—$1.00 per team member.
Send 2 S.A.S.E. & standard entry blank to
Dirt Diggers M.C.
4601 W. Imperial, Inglewood, CA 90304
213-673-0306

Every Friday Night Motocross O.C.I.R.
AMC

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Bizzorro says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

RESULTS

SAM
Saddleback Park
Irvine, Calif.
Feb. 15, 1975
By Tom Corley

MINI
Jeff Schones Hon
Ted Hoyt Hon
Scott Thorwaldson Yam
100 NOV
Joe Green Yam
100 INT
TOny Gomez Hon
Walt Malloy Suz
125 BEG
Mike Williams Hon
Steve Hirose Hon
Greg Sotello Hon
125 NOV
Allan Jaggard Hon
Bret Catcott Hon
John Sinz Hon
125 JR
Barry Dee Hon
Tom Daversa Hon
Larry Nelson Hon
125 INT
Jamie Oliver Hon
125 EX
Rich Eierstedt Hon
Mike Johnson Hon
Norman Gomez Hon
250 BEG
George Eller Bul
Joe Magazine Bul
Jim Howard Hon
250 NOV
Steve Greusel Hon
Jeff Tauzin Yam
Bruce Bridgham Oss
250 JR
TIm Tolar CZ
Warren Wright Mai
250 INT
TOm Darrah Hus
Joel Grant Bul
Mark McHenry Bul
250 EX
Bruce McDougal Yam
Bob Stem CZ
500 BEG
Marino Bastionell Bul
Mike Ten Suz
500 JR
Rob Hinchamn Mai
Chris MacDonald Yam
500 INT
Alex Collins Kaw
Scott Scott Yam
Gus Cramer CZ
500 EX
Doug Sherman Mai
Bob Dunsire Yam

Dick Mann MX
Winter Series II
Sears Point, Calif.
Feb. 2, 1975

VETERANS
J. Frazer Hus
F. Cameron Pen
B. Skover Mai
OLD TIMERS
R. Dotson Hus
MINI
C. Olund Yam
E. Defty Hon
D. Borruso Hon
OPEN EX
R. Powell Pen
S. Austin Mai
J. Dieu Yam
OPEN AM
B. Cooper Bul
J. Jackson Mai
J. Frazer Hus
OPEN NOV
S. Davis Mai
S. Scarlett Mai
C. Cochran Hus
250 EX
T. Rapp Bul
J. Tryner Bul
R. Powell Pen
250 JR
J. Garbarino Yam
S. Hickie Hus
B. Johnson Yam
250 NOV I
R. Barnett Hus
C. Trotter Hus
B. Kotsaris Suz
250 NOV II
L. Smith Yam
L. Ritner Suz
A. Leonardi Bul
125 EX
D. Fuller Hon
B. Manly Hon
D. Murphy Hon
125 NOV I
M. Parr Hon
D. Miller Hon
J. DaPrato Kaw
125 NOV II
R. Dunn Hon
T. Denton Hon
D. Johnson Pen
100
T. Cabral Suz
S. Glidden Suz

1975 AFM
Class Champions

50cc GP
1. Steve Zimmerman
2. Karen White
3. Doug Stanton
125 GP
1. Jeff Leggitt
2. Ric Colindres
3. Pedro Gallinucci
200 GP
1. Ralph LeClerq
2. Rudy Reynosa
3. Gary Lewis
250 GP
1. Ron Pierce
2. Bob Endicott
3. Jack Baker
350 GP
1. Rudy Galindo
2. Rich Williamson
3. Mike Wenzel
500 GP
1. Lance Thoreson
2. Bill Ortner
3. Tom Myers
OPEN GP
1. Greg Andrus
2. Alan Barbic
3. George Miller
OVER-ALL GP
1. Rudy Galindo
2. Ron Pierce
3. Bob Endicott
4. Ric Colindres
5. Alan Barbic
125 PROD
1. Bill Silver
2. Jim Lester
3. Kim Montez
200 PROD
1. Ed Unini
2. Don Unger
3. John Chermak
250 PROD
1. Dave Garoutte
2. Wally Karpynec
3. Phil Rocke
350 PROD
1. Bob Tigert
2. Scott Clough
3. Bill Henry
500 PROD
1. Jim Lipanovich
2. Fred Koren
3. Greg Goodman
OPEN PROD
1. Ed Unini
2. Mike Simning
3. Mike Parriott
OVER-ALL PROD
1. Ed Unini
2. Bob Tigert
3. Jim Lipanovich
4. Dave Garoutte
5. Scott Clough

CMC Semi-Pro MX
Sacramento, Calif.
Jan. 26, 1975
By Doug Murphy

OLD TIMERS
John McClure Hon
Billy Houstan Pen
MINI NOV
Greg Bonovich Yam
Scott Stanley Yam
John Sullivan Yam
MINI INT
Kevin Ichimura Yam
Jim Robertson Yam
MINI EX
Phil Bakarich
100 NOV
John Dossey Suz
Laine West Suz
Art Gurno Suz
125 NOV DIV 1
Larry Casey Hon
Richard Paris Hon
Dan Dolezal Hon
125 NOV DIV 2
Joe Duncan Hon
Tom Denton Hon
Dan Bratton Yam
125 INT
Dan Cantaloupi Yam
Tim McKenzie Hon
Kip Quetone Hon
125 EX
Dan Turner Hus
Mike Preston Hon
Darrell Shultz Bul
250 NOV DIV 1
Dan Brown Bul
Alex Niskromoni Mon
Kevin Booth Bul
250 NOV DIV 2
Steve Lausmann Bul
Robert Dunn Bul
Cory La Rue Bul
250 INT
Randy Nielsen Yam
Bill Johnson Yam
John Hammaker Hus
250 EX
Dan Turner Hus
Jim Turner Bul
Brian Jodry Mon
Mark Gibson Bul
OPEN NOV
Ernie Sullivan Kaw
Bill Cadjen Hus
Ron Buzdas Mai
OPEN INT
Bill Greig Bul
James Moyles Yam
Don Chase CZ
OPEN EX
John Kent Bul
Delmo Becker CZ
Steve Byers Yam
Mike Haynes CZ

Motocross
Deschutes Cycle Park
Bend, Ore.
Feb. 9, 1975
By Jan Newman

125 JR
Mickey Schy Hon
Jeff Cairns Hon
Mark Jones Hon
Mike Fearn Kaw
Ron O'Halloran Hus
125 INT
Mark Johnson Suz
Mitch Kirkpatrick C-A
OPEN INT
Jim Newman Mai
Monte Lalack Hon
TURKEY
Jon Michaels DKW
Ted Walker Mon
Joe O'Halloran Hon
Jim Wlaker Bul
Leslie Hathar C-A

D-35 TT Scrambles
Porterville, Calif.
Feb. 16. 1975
By Felix Adamo

56-89cc NOV
Bobby Ely Hon
Charles Holliday Hon
David Jenkins Hon
56-89cc JR
Johnny Alexander Hon
Randy Hardin Hon
Kurtis Wilder Suz
56-89cc EX
Don Howard Yam
Rodney Sullivan Yam
Mike Garrison Yam
100cc NOV
Mark Ritchie Suz
Adrian Juarez Suz
Dennis Brock Yam
100 JR
Richard Sing Suz
Bob Merriott Suz
Jesse Torres Suz
100 EX
Derek Land Yam
Mark Powers Yam
Darren Prichett Yam
125 NOV
Lee Pritchard Suz
Richard Escalera Yam
John Sing Tyr
125 JR
Jimmy Allen Yam
Kevin Coley Yam
Mike Garrison Hon
125 EX
Gary Clark Suz
Rick Delgado Yam
Don Roberts Yam
175-200 NOV
Tom Cole Suz
Brad McKinney Bul
Mark Welter Bul
175-200 JR
Jerry Cox Bul
Steve Boswell Puc
Richard Walters Bul
175-200 EX
Derek Land Yam
Rick Degaleo Yam
Curt Lange Yam
250 NOV
Mark Cauwels Kaw
Mike Boswell Suz
Kent Miller Yam
250 JR
Jim Turner Hon
Mike King Suz
Roy Knight Yam
250 EX
Ronnie Sing Suz
Sam Matthews H-D
Bud Sturgill Yam
360-500 NOV
Mark Hamilton Kaw
Kent Miller Mon
Lester Birle Suz
360-500 JR
Roy Pergeson Suz
Mike Short Yam
Willie Pritchett Yam
360-500 EX
Ted Brase Yam
Ken Thiebaud Yam
Mike Allen Yam
OPEN NOV/JR COMB
Jerry Turner Tri
Randy Tompkins Tri
Ron Neill Tri
OPEN EX
Rick Newby Tri
Ray Comer BSA
Randy Griffith Tri

CMC Semi-Pro MX
Plymouth, Calif.
Feb. 2, 1975
By Doug Murphy

MINI
Mike Meney Hon
Jim Hampton Hon
NOV 100
Art Gurno Suz
100 INT
Jeff Timmerman Hon
125 NOV DIV 1
Darrell Burt Hon
Jerry William Hon
Tim Hebard Hon
125 NOV DIV 2
Ron Horner Hon
Jeff Baskins Suz
Mile Allison Hon
125 INT
Don Cantaloupi Yam
Mark Hilton Hon
Kip Queton Hon
125 EX
Magoo Hon
Darrell Shultz Bul
Pat Burnett Hon
250 NOV
Cory La Rue Bul
Doug Murphy YZ
Don Cody Suz
250 INT
Rodney Pogue YZ
Nick Gernaio Hon
Greg Hebard Hus
250 EX
Mark Gibson Bul
Kim Reeg Bul
Kevin Henry Bul
OPEN NOV
Steve Abbott CZ
Phil Bearry Bul
OPEN INT
Terry Lee Hicks Bul
OPEN EX
Bill Carter YZM
Dave Longcor Bul
Mile Marshall Bul

D-35 MX
Santa Maria, Calif.
Feb. 16, 1975
By Bill Czerwinski

MINI JR
Kelly Lawrence Yam
Stanley Escandon Hon
Jeff Kusandvich Yam
MINI INT
Eddie Perry Yam
MINI SR
George Holland Hon
100 JR
Rusty Baron Hod
Mike Carrell Yam
100 INT
Rick Davis Suz
125 JR A
Kevin Dodd Hon
Brett Cross Hon
Tom Flynn Hon
125 JR B
Chris Haumont Hon
Steve Painter Hon
John Ball Hon
125 INT
Steve Kusanovich Hon
Daryl Dodd Hon
Claro Cabading Hon
125 SR
Vince Clark Suz
John Dallaire Hod
250 JR
Fred Price Hus
Bill Dvorak Hus
250 INT
Rick Gill Yam
Stanley Rice CZ
Randy Whiteaker CZ
250 SR
John Dallaire Hus
Joe Cushaway Yam
OPEN JR
Larry Albert Bul
Jim Fosnot Mai
OPEN INT
Paul Marino Mai

Motocross
Elsinore Raceway
Elsinore, Calif.
By Becky Warner

MINI BEG NOV
Greg Bell Hon
David Jenkins Hon
Randy McIntire Hon
125 BEG
Scott Matthews —
Gary Ludwig Yam
Steve Colmen Yam
250 BEG
Dwayne Jane Hon
Harvey Jenkins Yam
Mike Geraghty —
100 BEG NOV
Don Tallman Kaw
Jeff Bartlett Yam
Ron Wood Kaw
125 NOV
Danny Perkins Yam
Wayne Rich Hon
Tom Neider Hon
250 NOV
Brad Oxley Yam
Tom Tiernan Yam
James Thorne Jr. Mai
500 OPEN NOV
James Throne Jr. Mai
Carl May CZ
John Andersen Yam
SPEC NOV
James Thorne Jr. Mai
Tom Tiernan Yam
Keith Ludwig —
100 AM
Jeff Barlett Yam
Don Tallman Kaw
Randy Thorne Yam
125 AM
Bobby Butt Nog
Vince Landry Yam
Greg Bell Hon
250 AM
Clyde Grizzle Bul
Richard Warren Bul
Ivan Oden Yam
500 OPEN AM
Clyde Dennen Suz
Kerry Standifer BSA
Ronnie Aqurie Bul
SPEC EX
Clyde Dennen Suz
Kerry Standifer BSA
Buck Rich Mai
125 EX
Bobby Butt Nog
Jim Wood Kaw
Barry Tolson Hon
250 EX/OPEN EX
Gary Smith Yam
Ron Sheets Mai
David Rich Mai

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Trophies for the Rams race may be picked up at any race by pre-calling 213-363-4038 or at the Invaders race March 9.

SAM
Saddleback Park
Irvine, Calif.
Feb. 8, 1975
By Tom Corley

100
Ray O'Brien Hon
Greg Apostolon Kaw
Richard Hawkins Hod
125 BEG
Mike Williams Hon
Steve Whaley Hon
Dave Gauvreau Hus
125 NOV
Bob Bourne Yam
Carl Gieselman Hon
Brad Bradbury Hon
125 JR
Tom Daversa Hon
Sheldon Walker Suz
Gary Pendleton Hon
125 INT
Lani Faas Hon
Gene Maple Hon
Nick Hein Hon
125 EX
Jeff Henneke Hon
Paul Schones Hon
250 BEG
Jim Howard Hon
Mark DeSoucy Hon
George Eller Bul
250 NOV
Steve Kendrick Bul
Larry McCabe Kaw
H.S. Barnard Mai
250 JR
Dan Field Mai
Bill Dennis Bul
Warren Wright Mai
250 INT
Luc Deley CZ
Steve Rhyan Mai
Tom Darrah Hus
250 EX
Mike Gillman Yam
Pete Maly CZ
Steve Montague CZ
500 BEG
John Dialouge Mai
Gordon Watson Yam
Don L'Allier Hus
500 INT
Scott Scott Yam
Gus Cramer CZ
Bob Gundry KTM
500 EX
Ron Blanton Bul
Gary Tomczak Mai
Bob Dunsire Yam

CMC MX at Sandhill
Brentwood, Calif.
By Steve Castillo
Feb. 16, 1975

MINI
Curt Olund Yam
Joey Schlag Yam
Mike Menez Hon
100 JR
Randy Carrale Suz
K. Woods Suz
Steve Glidden Suz
125 JR DIV I
Randy Lewallin Hon
Dennis Tate Hon
Chris Comfort Hon
125 JR DIV II
T' Deherrera Hon
Fred Luiza Hon
Dave Mencz Hon
250 JR DIV I
Phil Dougins Hon
Mike Vignaa Bul
Herb McWilliam Mon
250 JR DIV II
Fred Mathis Hon
Russ Freeman Hus
Jack Cogburn Hon
OPEN JR
Bob Dun YZ
Steve Abbott CZ
W. Ortner Bul
OLD TIMERS
R. Mooney Mai
J. Jackson Hus
B. Collins Hus
125 INT
David Ernst Hon
Mike Hersman Hon
Rocky McAllen Hon
250 INT
Bill Johnson YZM
Bob Terwillinger Kaw
John Sullivan YZM
OPEN INT
Bob Collins Pen
Jerry Jackson Mai
Joe Paz Yam
125 PRO
Jim Leniewski Hon
Ron Knaar Hon
L. Lvera Hon
250 PRO
Ron Self Mon
John Dieu YZM
Charley Halcomb Hus
500 PRO
Harry Bellecitti Yam
Dave Mythen Bul

AMC Rawhide MX
Elsinore, Calif.
Feb. 16, 1975
By Stewart B. Sapicoff

MINI BEG
Norm Sarthow Hon
Trace Willis Hon
Bob Christensen Hon
MINI JR
John Miller Hon
Mark Spraggins Bar
Ken Campbell Hon
MINI INT
Joy Marimon Hon
Brad Schwan Hon
Brian Fountain Yam
MINI EX
Kurt Sofka Jr. Yam
Buddy Woody Hon
Ricky Ryan Hon
100 BEG
Kirk Sturgeon Hon
Mike Johnson Suz
Stan Mendell Yam
100 JR
Yves Halliburton Pen
Ron Flores Yam
100 INT
Ray O'Brien Hon
100 EX
Pete Hillebrecht Hon
Chris Cayo Hon
125 POWDER PUFF
Pam Niles Hon
125 BEG
Mike Godfrey Kaw
Bob McMichael Yam
John Burns Suz
125 JR
Jay Powell Hon
Kenny Kaufman Hon
Scott Davies Hon
125 INT
Rick Asch Hod
Keith D'Ausilio Hon
Howard Pilcher Hon
250 BEG
Bill Latty Yam
Greg Barber CZ
Mark Torricelli Hon
250 JR
Jay Peacock Suz
Donny Richardson Hon
Fred Kanpp Kaw
250 INT
Joe Schoney CZ
Terry Smith Yam
John Hidreth Yam
OPEN BEG
Jay Forbes Hon
Dave Ause Hus
Steve Aageson CZ
OPEN JR
Art Bradford KTM
Jackson Rogers CZ
Greg Saari Yam
OPEN INT
Scott G. Scott Yam
Steve Szueber Yam
Tony Pena Mon
125 SR
Charles Richardson Hon
Gary Knieper Puc
125 PRO
Ron Turner Hon
Ed Foland Hon
Larry Ripley Hon
250 PRO
Robert Ellicott Hus
Smiley Cain Mai
Carney Briggs Yam
OPEN PRO
James Bragg Hus
Mike Norris Yam
Lee Evans CZ

TT and Half-Mile
Adelanto, Calif.
Feb. 16, 1975

MINI NOV TT	
David Villaneuva	Yam
Chuck Bittle	Als
Craig Dale	Ind
MINI AM TT	
Randy Bennett	Hon
Steve Davis	YR
Pam Bennett	Hon
100 NOV TT	
Steve Mott	Cus
David Cote, Jr.	Kaw
Rick Blankenship	Kaw
125 NOV TT	
Dylan Neihart	Yam
Rocky Robinson	Kaw
Ray Lovell	Hon
250 NOV TT	
Stan Kemp	Yam
Wiley Miller	Kaw
Don Johnson	Kaw
OPEN NOV TT	
David Peters	BSA
Steve Meyers	Yam
Brad Williams	Gol
100-125 AM/EX TT	
Steve Davis	Hon
Toby Sweaney	Kaw
Gary Yamashita	Yam
250 AM TT	
Willey Miller	Kaw
Rich Lizardo	Bul
Gary Staddan	Yam
250 XX TT	
Frank Admao	Yam
Richie Volk	Yam
Steve Hyder	Bul
OPEN AM TT	
Al Renz	Yam
Michael Moon	Yam
Terry Statum	Yam
500 EX TT	
Earl Roloff, Jr.	Yam
OPEN EX TT	
Ron Powell	Tri
Buddy Robinson	Tri
Mike Laney	Yam
MINI NOV ½ MILE	
Chuck Bittle	Hon
David Villaneva	Yam
Tom Lizardo	Hon
MINI AM ½ MILE	
Randy Bennett	Hon
Steve Davis	YR
Pam Bennett	Hon
100 NOV ½ MILE	
Richie Sweaney	Kaw
David Cote, Jr.	Kaw
Cliff Whitstone	Yam
125 NOV ½ MILE	
Ray Lovell	Hon
Bobbi Hunter	YZ
Dylan Neihart	Yam
250 NOV ½ MILE	
Stan Kemp	Yam
Billy Hicks	Yam
Biley Miller	Kaw
OPEN NOV ½ MILE	
Ruben Malaguarnero	Als
125 AM/EX ½ MILE	
Gordon Kidd	Yam
250 AM ½ MILE	
Gordon Kidd	Yam
Rich Lizardo	Bul
250 EX ½ MILE	
Craig Armstrong	Yam
Patrick Fletcher	Yam
OPEN AM ½ MILE	
Albert Renz	Yam
Lonnie Martin	Tri
500 EX ½ MILE	
Earl Roloff	Yam
Greg Wilburn	Hon
OPEN EX ½ MILE	
Ron Powell	Tri
Dan McWhorter	Yam
Buddy Robinson	Tri

AMC OCIR MX
Irainge, Calif.
Feb. 14, 1975
By Stewart B. Sapicoff

MINI BEG	
Brad Izzo	Hon
Chris Parker	Hon
Danny Baker	Hon
MINI JR	
Bryan Jordan	Hon
Greg Fountain	Yam
Kevin Bowman	Hon
MINI INT	
Byron Barr	Hon
Bryon Antonacci	Hon
Brian Fountain	Yam
MINI EX	
Jeff Ward	Hon
John Giess	Hon
Kurt Sofka Jr.	Yam
100 BEG	
Steve Sandoz	Suz
100 JR	
Tim Murphy	Yam
Pat Nash	Hon
100 INT	
John Salinsky	Pen
Bill McCandless	Hon
100 EX	
Bobby Quintin	Hon
Jeff Ward	Hon
Bill Taylor	Yam
125 BEG	
Leo Saul	Suz
Bob Light	Hon
Mike Godfrey	Kaw
125 JR	
Lance Mason	Hon
Arnold White	Hon
Jeff Mason	Hon
125 INT	
Russell Stark	Suz
Mike Raines	Hon
250 BEG	
Mark Taylor	Kaw
Kevin Walker	Suz
Stephen Pigage	Hon
250 JR	
Steve Moyer	Yam
Henry Blan	Yam
Larry Wasson	Bul
250 INT	
Kirk Bassett	Mai
Larry Flint	Bul
Mike Raines	Hon
OPEN BEG	
Mike Tackett	Yam
Bill Shavey	Tri
OPEN JR	
Tim Bennett	CZ
Rick Brown	Yam
125 PRO	
Ron Turner	Hon
Marty Miller	Hon
Joe Rumney	Pen
250 PRO	
John Estes	Mai
Morris Malone	Mai
Aaron Bassett	Mai
OPEN PRO	
Mark Rodman	Mai
Cal Weber	Mai

S.A.M. Motocross
Ascot Park
Gardena, Calif.
Feb. 15, 1975
By Tom Blattler

MINI CYCLES BEG	
Daryl Dragotto	Kaw
Randy Harden	Hon
Don Clark	Hon
MINI CYCLES JR	
Danny Westergaard	Yam
MINI CYCLES EX	
Bobby Jones	Hon
100 BEG	
Steve Ayala	Yam
Ben Sapanza	Yam
Chuck Radek	Hod
100 JR	
Jerry Lawson	Hon
Rummy Cobbs	Yam
100 EX	
Dave Garner	Hod
125 BEG	
Don Miller	Hon
Danny Letson	Hon
Bob Brammer	Yam
125 JR	
Don Huizing	Hon
Joe Gregorio	Hon
Jim Carlson	Hon
125 EX	
David Taylor	Hon
Kelly Owen	Hon
Vince Van Hook	Hon
250 BEG	
Otto Vanden Bosch	Hon
Jeff Jones	Yam
Jim Kawagoye	Yam
250 JR	
Steve Maxwell	Hus
Dan Swain	Mai
Jim Bell	Yam

Catclaw II Trials
Phoenix, Ariz.
Feb. 2, 1975

EX	
Gary La Plante	Bul
Jeff Koskie	Suz
Tom Foy	Mon
AM	
David Clark	Yam
Fred Maynard	Hon
Mark Makarov	Hon
NON TROPHY	
John Ruggles	Bul
NOV	
Tommy Salvato	Suz
Gordon Underwood	Mon
Cal Miller	Yam
ENDURO	
Roy Bartoo	Hon
Gary Mast	Oss
W. Matthews	Hod
SR	
John Foy	Mon
Don Makarov	Hon
Bob Sommers	Mon
JR	
Garth Sleater	Hon
Tim Ritchie	Yam
David Lentini	Hon
POWDER PUFF	
Anne L. Sommers	Mon
Janett Matthews	Hod
Terri Le Blanc	Mon
BIKE TRIALS A	
Mark Makarov	14
Tim Le Blanc	14
Mark Lewis	23
BIKE TRIALS B	
Brian Clark	1
Mark Fitzpatrick	6
Jeff Warren	7

Hilltoppers GP
Escape Country
Trabuco Canyon, Calif.
Feb. 15, 1975
By John Burdick
Unofficial

MINI	
Rick Austin	Hon
Mike Laenger	Hon
Steve Bookins	Hon
100 JR/EX	
Eric Petterson	Yam
Chuck Tozer	Suz
100 BEG	
Kevin Scully	Hon
Ray Schouten	Hod
Marty Berg	Yam
125 JR/EX	
Alec Petterson	Pen
Jeff Larsen	Suz
125 NOV	
Greg Gargus	Hon
Pat Deligatta	Hon
Lee Fassold	Bul
125 BEG	
Pat Stevenson	Kaw
Rick Gehris	Hon
Ed Hansath	Hon
200 NOV/BEG	
Bart Weyand	Puc
Chuck Kelley	Yam
Doug Anderson	Pen
250 NOV	
Bart Manger	Yam
Don Diluccia	Mai
John Mittendorf	—

Sun., Feb. 16, 1975

500 JR/EX	
Manuel Fiubres	Hus
Charles Beck	Mai
Jim Corp	Kaw
500 NOV	
F. Tait	Yam
Dennis Keaton	Mai
Jim Davis	Bul
500 BEG	
Russ Kaatz	Hus
Bret Weyand	Suz
Buster Kaatz	Yam

Lake Dolores MX
Lake Dolores, Calif.
Feb. 16, 1975

100 NOV	
Jay Burgum	Suz
Steven Chavez	Yam
Mel Hooper	Hon
Mavis Logan	Suz
125 NOV	
Tom Dittman	Hon
Richard Hernandez	Suz
Larry Bolin	Hon
Mark Byers	Hon
Mark Hooper	Hon
250 NOV	
Eddie Gonzales	
OPEN EX	
Scott Haislys	
Jack Stonesifer	

AME, DeAnza MX
Riverside, Calif.
Feb. 16, 1975
By Barney Drake

500 INT	
D. McKinney	Bul
L. Garley	CZ
500 EX	
B. Payne	CZ
R. Berkley	Mai
F. Burk	Bul
100 EX	
T. Luera	FMF
R. Park	Hod
B. Taylor	Yam
125 EX	
R. Lopez	Hon
J. Hale	Hon
D. Draz	Hon
250 INT	
R. Brago	Hon
250 BEG	
C. Smith	Hus
R. Evans	CZ
M. Vandermuellen	Mai
250 JR	
B. Berger	Bul
D. May	Suz
B. Childers	Suz
125 JR	
C. Carman	Hon
S. Waln	Hon
P. Peterson	Hon
500 JR	
G. Lundquist	CZ
G. Williams	Kaw
P. Greentree	Kaw
OLDTIMERS	
B. McGowen	CZ
D. Wright	Oss
125 BEG	
S. Cecil	Hon
J. Burrow	Hon
R. Cavish	Suz
MINI JR	
R. Pearce	Yam
B. Rovell	Yam
B. Turnbull	Hon
MINI EX	
B. Myerscough	Yam
S. Schmitz	YZ
T. Medlock	Hon
MINI 100	
J. Rodgers	Hon
125 INT	
R. Catinus	EME
L. Caldwell	Bul
L. Jones	Suz
250 EX	
K. Zahrt	Hus
B. Payne	CZ
R. Topham	Mai
100 BEG	
T. Harper	Suz
D. Burtt	Suz
M. Bottorff	Yam
100 JR	
J. Whelchel	Suz
POWDER PUFF	
C. Reichenberg	FMF

R.A.C.E. H.S. MX
Corona Raceway
Corona, Calif.
Feb. 14, 1975
By The Tube

MINI CYCLES	
Bob Edmison	A.L.
Brent Orton	A.L.
Joe Nist	Pom.
100 NOV	
Keith Hughes	Rub
Brad Lacomb	Rub
Keith Booher	Pom.
100 SR	
Alan Thompson	Rub
Jim Moore	Rub
Alex Mares	Rub
125 NOV	
Joe Feld	A.L.
Mike Debruyn	Rub
Warren Moren	Rub
125 INT	
Ruben Durazo	Rub
Phil Gagnon	Eisen
Eric Johnson	Eisen
125 SR	
David Williams	Rub
Robin Richie	Rub
Jim Lowe	A.L.
175 NOV	
Bart Hitt	A.L.
S. Christiansen	Pom
Don Manzo	Eisen
175 SR	
Joe Feld	A.L.
Jim Lowe	A.L.
Russ Hadley	Rub
250 NOV	
Eric Johnson	Eisen
D.P. Harvey	Righetti
Ron Farmer	Eisen
250 SR	
David Williams	Rub
Drew Porto	Eisen
Stan Rice	Righetti
500 NOV	
Drew Porto	Eisen
Mike Canavan	Rub
500 SR	
Alan Thompson	Rub
Tim Ferguson	Rub
SCHOOL SCORES	
Rubidoux	155
Alta Loma	88
Eisenhower	74
Pomona	41
Garey	0
GUESTS	
Righetti	19
UNATTACHED RIDERS	
100 JR	
Dan Hockett	Hon
Gary Formoe	Hon
Todd Miller	Hon
MINI CYCLES	
Marty Kistler	Hon
Lindley Kistler	Hon
125 JR	
Scott Sheedy	Hon
Dale Burk	Hon
Matt Keathley	Yam
125 INT	
Dave Hockett	Hon
Rob Coates	Hon
Don Duncan	Hon
250 JR	
Fred Knapp	Kaw
David Fletcher	CZ
Lee Petersen	Yam
250 INT	
Ron Miller	Mai
Davy McEwan	CZ
A. Hernandez	Hus
250 SR	
Pete Smith	Mai
Jim Trask	Bul

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Cycle News Want Ads

ROUTE CHECK

L.A. to Daytona

Spectator with mechanical ability can share driving to Daytona race. (213) 695-9658 ask for George. (6/4x)

San Jose Area To CMC MX

Share rides to local MX races or practice. Have van, 250 Husky, age 22. Work (408) 867-3438 Ex. 28. Home (408) 379-2107. (6/4x)

San Fernando Valley To D-37

TT scrambles. Room in van for one bike, 2 riders. Mostly Perris, Elsinore, Adelanto. Split gas or alternate rides. Dave (213) 348-9679. (6/4x)

Westminster To Desert

Have (5) rail trailer, would like to find riders for Thursday and/or Friday rides to split gas. Jim (714) 894-2607. (6/2x)

San Diego To Desert, Baja, Or?

I have a 250 MX and room on a trailer. Would like to find someone, mostly during the week, for part-day or multiple day trips to desert, Baja, or local riding. Jim (714) 296-4558.

North Hollywood To Hangtown

April 5 & 6 — split gas and expenses. Can hold 2 bikes more and 3 people. Ask for Mike (213) 769-7753. (7/4x)

L.A. to Hangtown

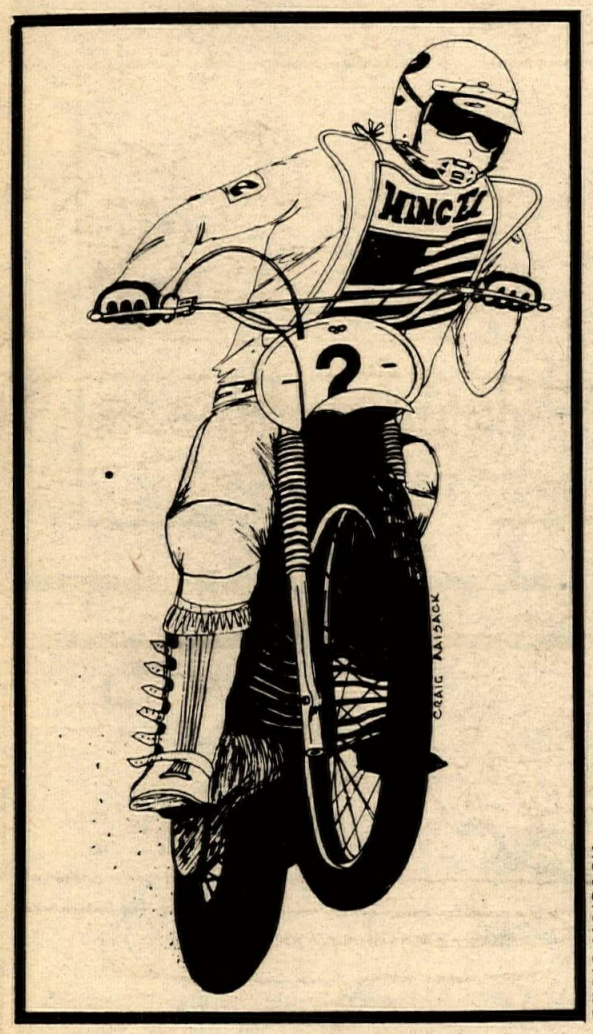
'74, 125 CR Elsinore. Mike (213) 769-7753. (7/4x)

Orange County to Daytona

Leave March 1st return March 11th. I have room for 1 bike and your pit crew in my van. Share gas and expenses. Call Al at (714) 534-0503. (7/2x)

Desert Trail Riders Wanted

Average/Expert to trail race San Bernardino Mountains and other challenging areas. I leave from Whittier and will meet to pool transportation with 250/Open riders on any Sunday. Val, evenings (213) 691-6997. (7/4x)



CRAIG MAISACK

ITA
Saddleback, Calif.
Feb. 16, 1975

NOV CLASS	
Karl Anderson	Mon
Bill Sammons	Yam
Larry Theobald	Hon
BEG CLASS	
Don Stewart	Bul
Robert Wolfe	Bul
David Webster	Yam

Sage Park
Ridgecrest, Calif.
Feb. 16, 1975

MINI MINI	
Paul Rich	Hon
Clint Johnson	Hon
Cory Binns	Ind
Brandoh Joyce	—
MINI BEG	
Candido Salinas	Suz
Homer Salinas	Hon
Scott Gillilan	Hon
MINI JR	
Brad Binns	Yam
Joe Romp	Hon
Jeeter McAlpin	Hon
100	
Mike Romp	Suz
Eddie Salinas	Yam
Allen Hopper	Suz
125 JR	
Steve Bridges	Hon
Steve Dau	Kaw
Greg Clapp	Yam
125 SR	
Gale Tyler	Hon
Randy Weiss	Hon
250 BEG	
Mark Camp	Yam
Stephen Lilley	Hon
John Woolridge	Bul
250 JR	
Dean Perry	—
250cc SR	
Lyman Gaddis	Pen
OPEN	
Tom Horton	Hon
Rod Robbs	Suz
OLD TIMERS	
Al Bonnefin	Hus

CMC MX
Carlsbad, Calif.
Carlsbad Raceway
Feb. 23, 1975
By Andy Hayt

MINI JR	
Mark Guinto	Hon
Ralph Longo	Crt
Sarkis Spanjian	Hon
100 JR	
Ricky Miller	Suz
Scott Gardner	Suz
125 JR DIV I	
Rod Guinto	Hon
Keith Villalobos	Hon
Jon Lewey	Hon
125 JR DIV II	
David Gerig	Crt
Danny Schramm	Hon
Shane Smith	Kaw
125 INT	
Brad Sherrill	Hon
Jerry Raymer	Hon
Steve Haase	C-A
125 PRO	
Tom Croft	Hon
Jim Domann	Hon
Terry Turner	Hon
Don Bongiorno	Hon
250 JR DIV I	
Greg Bebeck	Mai
Terryl Peterson	Mai
Fritz Schlegal	Yam
250 JR DIV II	
Mark Asbury	Yam
Steve Rhyan	Mai
Jeff Newman	Bul
250 INT	
Robert Fudge	Pen
Pete Smith	Mai
Joe Bonnello	Bul
250 PRO	
Tom Croft	Hon
Mike Stearns	Yam
Gary Ogden	Yam
500 JR	
Dave Robinson	Hus
Michael Thayer	CZ
Mark McNulty	Yam
500 INT	
Mike Flanagan	Yam
Lynn Vick	CZ
Steve Dahlstrom	CZ
500 PRO	
Wayne Boyer	CZ
Mark Blackwell	Hus
Allen Ortiz	Mai
Mickey Hunt	Hus
Pierre Karsmakers	Hon

AFM RR
Riverside Int. Rcwy.
Riverside, Calif.
Feb. 23, 1975
By Irving J. Berlitz, Jr.

125 PROD	
John Ulrich	DKW
Alan Kiehl	Yam
Bob Benjamin	Yam
200 PROD	
John Chermak	Yam
Dain Ginerelli	Suz
F.D. Frey	Yam
250 PROD	
Dain Gingerelli	Yam
Dwight Viel	Suz
Ronald Hlauka	—
350 PROD	
Bob Tigert	Yam
Scott Clough	Yam
Ed Turjanica	Kaw
500 PROD	
Scott Clough	Hon
Mike Velasco	Kaw
Peter Stark	Suz
750 PROD	
Ed Turjanica	Kaw
Jeff Steele	Hon
Bob Hyman	Kaw
OPEN PROD	
MIke Parriott	Kaw
John McDonald	Kaw
Paul Unmacht	Lav
50 GP	
Doug Stanton	Ind
Mario Caldato	Ita
Dave Goux	Ita
100 GP	
John Campbell	Kaw
125 GP	
Ron Pierce	Yam
Randy Mamola	Yam
Don Unger	Yam
200 GP	
411	
836	
250 GP	
Jack Baker	Yam
Richard Seifried	Yam
Bob Tigert	Yam
350 GP	
Whitney Blakeslee	Yam
Harry Klinzmann	Yam
Larry Bischoff	Yam
500 GPP	
James Chen	Hon
Van Breese	BSA
OPEN GP	
Ron Pierce	Yam
Wes Cooley	Yam
Larry Lee	Yam
SUPERSTREET	
Paul Unmacht	Lav
Greg Szabo	BMW
Mike Doyle	Hon
SIDECAR	
McNeil/Kerley	KMC
Bender/Koop	Kaw
Garnett/Stewart	Kaw

CMC MX
Irwindale Raceway
Irwindale, Calif.
By Andy Hayt

MINI JR DIV I	
Willy Zamora	Hon
Geoff Brooks	Hon
Johnny Duenas	Hon
MINI JR DIV 2	
Dean Hoag	Hon
Shon Anderson	Hon
Mike Palumbo	Hon
MINI EX	
Billy Fancher	MSC
Bobby Jones	Hon
Lance Moorewood	Yam
125 JR DIV 1	
Greg Rodriguez	Hon
Bill McFarland	Hon
Glen Hammond	Hon
125 JR DIV 2	
Kelly Carlisle	Hon
Scott Tipton	Hon
Tom Earle	Hon
125 JR DIV 3	
Jim Lowe	Hon
Ed Buffington	Hon
Jim Harris	Yam
100 JR	
Terry Clanton	Hon
Jeff Maas	Suz
David Meloy	Yam
125 INT DIV 1	
Steve Cross	Hon
Ross Thompson	Hon
Mark Sparks	Hon
125 INT DIV 2	
Vince Van Hook	Hon
Doug Anderson	Hon
Eugene Gayo	Hon
125 PRO	
David Taylor	Hon
Ray Lopez	Chi
Tim Lunde	Hon
Don Bongiorno	Hon
Bob Zamora	Hon
250 JR	
FLoyd Haas	Mai
Steve Brady	Mai
Charles Ginter	Yam
250 INT	
Larry Lutz	Hon
Keith Dysert	Hus
Kelly Bautista	Hus
250 PRO	
Rex Staten	Mai
Jeff Vidic	Mai
David Pessy	Mon
Mike Stearns	Yam
Stu Egli	Mai
500 JR	
Dave Gray	Mai
David Throgmorton	Red
Mike Miles	Yam
500 INT	
Byron Hendricks	Mai
Mike Flanagan	Yam
John Carmona	CZ
500 PRO	
Luke Messer	Mai
Rex Staten	Mai
Jeff Jennings	CZ
Bill Ruby	Mai
Dan Barnes	CZ

Ascot AMA
Pilot Program
Gardena, Calif.
Feb., 21, 1975
By Maureen Lee

MINI MAIN	
Don Howard	Yam
Pete Hanes	Hon
Mike Garrison	Yam
125 MAIN	
Wayne Rainey	Hon
Mike Minneg	Yam
Eddie Lawson	Yam
Rich Delgato	Yam
Steve Woskoski	Yam
250 MAIN	
Doug Hannon	Bul
Vince Mead	Yam
Jim Wright	—
Greg Wilburn	Hon
Steve Fortune	Yam

AFM 1974 season High Point Standings
By Jim Lester

50cc GP	
1. Steve Zimmerman	
2. Doug Stanton	
3. Karen White	
100cc GP	
1. Flem Juliussen	
2. John Karns	
3. Mike McAvoy	
125cc GP	
1. Jeff Leggitt	
2. Ricardo Colindres	
3. Pedro Gallinucci	
200cc GP	
1. Ralph LeClercq	
2. Rudy Reynosa	
3. Gary Lewis	
250cc GP	
1. Ron Pierce	
2. Bob Endicott	
3. Jack Baker	
350cc GP	
1. Rudy Galindo	
2. Richard Williamson	
3. Mike Wenzel	
500cc GP	
1. Lance Thornson	
2. William Ortner	
3. Tom Myers	
OPEN GP	
1. Greg Andrus	
2. Alan Barbic	
3. George Miller	
SIDECARS	
1. Jim McNeal6 Sky Kerley	
2. Tony Masella/ Bob Stichler	
3. Bob Bender/ Larry Koop	
125cc PROD	
1. Bill Silver	
2. Jim Lester	
3. Kim Montez	
200cc PROD	
1. Ed Unini	
2. Don Unger	
3. John Chermak	
250cc PROD	
1. Dave Garoutte	
2. Wally Karpynec	
3. Phillip Rocke	
350cc PROD	
1. Bob Tigert	
2. Scott Clough	
3. Bill Henry	
500cc PROD	
1. Jim Lipanovich	
2. Fred Koren	
3. Greg Goodman	
OPEN PROD	
1. Ed Unini	
2. Mike Simning	
3. Mike Parriott	
TOP FIVE GP	
1. Rudy Galindo	
2. Ron Pierce	
3. Bob Endicott	
4. Ricardo Colindres	
5. Alan Barbic	
TOP FIVE PORD	
1. Ed Unini	
2. Bob Tigert	
3. Jim Lipanovich	
4. Dave Garoutte	
5. Scott Clough	

NRA Rawhide MX
Elsinore, Calif.
Feb. 23, 1975
By Mike Klinger

MINIS	
M. Fratta	Hon
R. Prouty	Hon
E. Herrera	Gem
125 NOVICE	
M. Manley	Hod
C. Parkinson	Hon
S. Stevens	Hon
125 BEG	
P. Patti	Hon
D. Paslay	Yam
G. Miby	Hon
250 NOV	
T. Watson	Hus
K. Palmer	Yam
T. Taylor	—
250 BEG	
R. Tuzinsky	Hus
G. Cash	Hus
D. Kronmeler	Mai
OPEN NOV	
B. Crandell	Suz
K. McAuley	Suz
R. Prouty	Suz
OPEN EX	
C. Musolf	Kaw
B. Fulcher	Kaw
250 EX	
T. Taki	Mon
D. Nelson	YZM
T. Cox	CZ
125 EX	
M. Shook	Pen
250 INT	
T. Smith	YZ
T. Tolar	CZ
R. Batsell	Hon
125 INT	
M. Richardson	Hod
J. Sanchez	Hon

Badgers D-37 HS
Adelanto, Calif.
Feb. 23, 1975
By Jim Stewart

OVERALL	
Bob Balentine	250 Hus
Ron Wright	360 Yam
Benny Padilla	250 Yam
Larry Roeseler	250 H-D
Smokebomb Gaetz	360Yam
Birdie	250 Bul
Jim Sumners	360 Yam
Terry Davis	360 Yam
Ron Pinion	400 Hus
Dean Modessett	175 Pen
Wayne Cook	250 Hon
Ron Marx	250 CZ
Glen Brown	400 Yam
Howard McCasland	400 Hus
Tracy Walters	250 Suz
400 AMATEUR	
Ron Pinion	Hus
Howard McCasland	Hus
Dave Bowman	Yam
250 AMATEUR	
Tracy Walters	Yam
Mike Arbogast	Hus
Wade Roh	Bul
175 AMATEUR	
Tom Kelly	Yam
D.C. Williams	Hon
Jack Wada	Bul
175 EXPERTS	
Dean Modessett	Pen
Bill Friant	Pen
Mark Zimmerman	Yam
POWDER PUFF	
Trudy Beck	Pen
Kathy Anglin	Hus
Barbara Tieskoetter	Pen
SIDE HACK	
Robert Sanner	Yam
Charley Sanner	Yam
100 EXPERT	
Chris Weber	Hod
Marc Cartwright	Pen
Charlie Hamill	Pen
100 AMATEUR	
Robert Myers	Pen
Ken Brown	Pen
Gary Willen	DKW
OLD TIMERS	
Bud Goosen	Yam
Jerry Herrin	Yam
Tom Widick	Yam
NOV OVERALL	
Mark Granger	CZ
George Harvey III	Hus
Red Sanders	Hus
Chuck Sugar	Suz
Willie Shipley	Hus
TRAIL NOV	
Tom Allen	DKW
Larry Froliech	Hod
Darin Cartwright	Yam
TRAIL OLD TIMERS	
Willie Eveland	DKW

Soboba GP
(Provisional Results)
Hemet, Calif.
Feb. 16, 1975
By J.M. Eikenbery

OVERALL	
Malcolm Smith	Hus
Jim Fishback	Yam
John DeSoto	Oss
A.C. Bakken	Hus
Bob Balentine	Hus
Steve Subith	Hus
Tom Laman (1st Am)	Hus
Craig Adams	Hus

R.A.C.E. MX
Corona Raceway
Corona, Calif.
Feb. 15, 1975
By The Tube

MINI CYCLES	
Harlan Kistler	Hon
Lindley Kistler	Hon
Toby Maynard	Hon
100 JR	
John Wilson	Suz
Ken Brown	Pen
Doug Fergus	Yam
125 SR	
Tim Hoover	—
Mike DePhillips	Hon
Ken Black	Suz
125 INT	
Jackson Kistler	Hon
Barry Nackos	Hon
125 JR	
Gary Scheidler	Yam
George Baker	Hon
Scott Sheedy	Hon
250 JR	
Lee Rosenberry	Bul
Vincent Gonzales	Hus
Richard Barron	Kaw
250 BEG	
Mike Hayes	Mon
Rick Coburn	Bul
Stephen Shelton	Mai
125 BEG	
Dale Burk	Hon
Fred Conover	Kaw
Kent Boles	Suz
125 VET	
Norm Elledge	Kaw
500 JR	
Gary Davis	Pen
Brian Tolson	Bul
R. Bartoshevich	Hus
250 SR	
Tim Hoover	CZ
Kevin Callaway	Yam
Rick Stout	C-A

A.T.A. Trial
Rancho Bernardo, Calif.
Feb. 16, 1975

EXPERT	
Bernie Schreiber (27)	Bul
Mark Eggar (46)	Hon
Marland Whaley (50)	Hon
Geo. Smith II (51)	Hon
Mike Griffitts (54)	Mon
Andre Plouffe (57)	Bul
AMATEUR	
Dan Sivadge (68)	Bul
Dean Pagel (81)	Bul
Raymond Soffa (91)	Bul
Mark Habbeshaw (93)	Bul
Dennis Gilmore (96)	Bul
Jim Mulcahy (96)	Yam
NOVICE	
Scott Parker (14)	Mon
Gary Godwin (17)	Suz
Glen Coahran (24)	Mon
Mark Porter (29)	Yam
Keith Pagel (30)	Mon
Robt. Thornton (30)	Mon
Fred Bacher (39)	Oss
Lane Smith (40)	Mon
Greg Carter (41)	Mon
Joe S. Ige (42)	Suz

R.A.C.E.
Bicycle Motocross
Corona Raceway
Corona, Calif.
Feb. 15, 1975
By The Tube

PEE WEE
Ronald Clevenger
Shelly Teubner
Steve Bennett
SUPER PEE WEE
Jeff Schaeffer
Denny Ray
John Kivisto
POWDER PUFF
Kathy Alldis
Cammie Barrett
Dana Barrett
FLYWT BEG
Richie Clark
Greg Jensen
Mike Anderson
FLYWT NOV
Raymond Soria
Scott Altmeyer
Kevin Mantz
LTWT BEG DIV I
Mike Lonox
John Mellman
Mark Davenport
LTWT BEG DIV II
Scott Lenox
Randy Drafton
Danny Reeves
LTWT NOV
Troy Mathews
Vaughn Bachman
Curt Barrett
MIDLWT NOV
Greg Bishop
Doug Warnock
Richard Rockwell
MIDLWT BEG
Harvey Showalter
Mark Gordon
Eric Fink
HVYWT BEG
Mark Sanchez
Clifford Mathews
Jose Padilla
HVYWT NOV
Todd Heemsbergen
Steve Alldis
Mark Lowe
SUPER HVYWT
Kevin McNeal
Rick Graves
Steve Barton

Fly-N-Raceway MX
Thermal, Calif.
Feb. 16, 1975
By Mickey McManus

MINI BEG	
Ken McIntire	Hon
Mark Shacklett	Hon
Mike Larsen	Hon
MINI NOV	
Mark Woods	Hon
100cc BEG	
Joey McManus	Suz
Raymond Gomez	Yam
100cc NOV	
Joe Canela	Suz
125cc BEG	
Rick Disheroon	Hon
Roger Kovas	Suz
Ted Anthony	Hon
125 NOV	
Rich Shroyer	Hon
Greg Gayler	Hon
Mike Taboada	Hon
250 BEG	
Ted Anthony	Hon
250 NOV	
Lyle Shroyer	CZ
OPEN NOV	
Rich Shroyer	Hon
125cc INT	
Alec Pettersen	Pen
250 INT	
Clay Setzer	CZ
MINI TEAM RACE	
R. Williams/ M. Shcklett	Hon
100 TEAM RACE	
J. Canela/J. McManus	Suz
125 TEAM RACE	
D. Wilkinson/ R. Shroyer	Hon
250 TEAM RACE	
C. Setzer/ R. Thompson	CZ

the continuing adventures of

Motocross Cat

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We need people, especially women and blacks to act as mechanics in educational filmstrips. Must be good looking, CLEAN CUT, and mechanically inclined. Contact (714) 752-1680. (8)

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Bought new in October. Raced in 2 T.T. races. Never motocrossed, showroom condition. First $1200.00-firm. Call 5-7 p.m. (805) 684-1833. (8)

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1970 Husky, 400cc 4 speed. New tires, running gear, engine rebuild, etc. "Old faithful has to go," brother wants out — $550.00. (213) 692-2455. (8)

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Nickel plated trans., alloy sprocket, Andres bars, trick Thermoflows, plastic levers and fenders, Honda forks, factory porting, need silencer. Fast and reliable, only $550.00!! Also trailer, very clean, $130.00. (213) 541-6261. (8)

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Husky 400 CR
'73¾, 5" Curnutts, 250 mag swingarm, Vesco tank, desert ready, better than new. Must sell, $1000.00 or make offer. Call (714) 734-0605. (8/2x)

'75 Hodaka Super Combat
Excellent condition, Webco fork springs, Boge rear shocks, racing shift springs, matched and polished ports. Plus spare parts. $675.00 or $60.00 and T.O.P. (714) 548-5134. (8/2x)

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Classic Cycle Collectors!
Very fine 1952 Simplex-Servicycle V-belt drive, all original. Don't miss this chance to own this good running eyecatcher, $300.00. (702) 747-4532. (8)

KX-125, BLUEPRINTED ENGINE, dyno tuned, new rings, $750.00. '74 YZ-125, Konis, new rings, $750.00. (213) 886-6563. (8)

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1973, 250 BULTACO PURSANG. Excellent, extras, $675.00. Till 6:30 (213) 399-7724 Ext. 47, or (213) 839-0028. (8)

Honda 1974 CR 125
Completely stock, very good condition. Only $595.00. (213) 860-7004. (7/TFN)

Helmet Sale
New shipment just arrived. 25% off with this ad. Hang Ten motocross socks, $2.50 @ pair. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (7/2x)

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For car or home? Special consideration and sound advice for racers. Ask for Gino (213) 848-4280. (7/4x)

I Need A Job
Would like to be a M/C mechanic or partsman. I'm inexperienced but a hard worker and willing to learn. Have 2½ years college engineering, skilled at VW/Porsche, racing karts, older 4 strokes, and road racing Yamahas. Call Ron, eves. (714) 597-3775. (7/2x)

Champion TD3 Half-miler
Cerianis, Barnes wheels, extra parts and lots of extra gearing and tires, $1800.00. (916) 422-8483. (7/2x)

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1974 G.P. 250cc, red frame, loaded. 1970 CZ chassis complete, cherry. 1973, 175 PENTON. 1972 SL 125 HONDA. All excellent, all reasonable. (213) 780-7398. (8)

Getting Tired Of Your 100?
Will trade or sell '73 Suzuki TM 125, lay-down Konis, 2 pipes, more, fast, for any 100 or $400.00. (213) 357-3842. (8)

250 CZ '74½ Red Frame (GP)
Showroom condition, absolutely never raced, stored last 5 months, $975.00 or ? 1-(714) 724-9738. (8)

360 Redline Yam.
New motor, ported, balanced, Betors, Koni, disc, spool TT set-up, extras, fast! Must sell, $950.00 or offer. (805) 648-4297. (8/2x)

'74 CHAMPION YAMAHA 250 SINGLE, extremely fast, all the trick parts, beautiful condition. A winning combination for the new Ascot program. $975.00. Call Bob (714) 639-5300. (8)

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Bikes and bods alike. 18' Smuggler trailer. Like new, sleeps 6, hauls 5 bikes. Totally self container. Must see, $2595.00. (714) 273-7762. (8)

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Barnes wheels, 3 discs, extra valve shims and rack w/backrest. Evenings (213) 768-2093. (8)

Tom Brook's DKW
is fast, so's mine. 1973, 125 MX six-speed. Betor forks, Koni shocks, Bassani pipe, Akront rims, Pettys. Sacrifice, $425.00. (714) 522-7184 after 2 p.m. (8)

Husky 8 Speed
'70 Husky 360, desert ready. Make offer. (213) 334-5461. (8)

Wanted Jawa Speedway Bike
in any condition. Write P.O. Box HJ, Los Gatos, California 95030. Call (408) 354-0060. (8)

'71 YAMAHA MINI Enduro, excellent condition, $200.00. Call after 5 (714) 599-5400. (8)

'73 Suzuki TM 125, $475
Excellent condition, moved up shocks and much more. Call after 6 p.m. (213) 768-0991. (8)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

Sales Person
Who like money
Sell H.D. and Yamahas. Top money for top person. Usual benefits, plus profit sharing and retirement. See or write: Dick Hutchins, 2531 South Main, Los Angeles. California 90007. (213) 749-6235. (8/TFN)

Suzuki, Husky, Maico
1974 TM 400s, new, $995.00. 1974 TM 250s, new, $895.00. 1975 Maico GP 400cc, alloyed wheels, shocks, tank, like new, $1295.00. 1975 Penton 250cc, excellent condition, $1195.00. Hanford Suzuki (209) 582-6716. (8/4x)

Jawa DT 500 Speedway Bike
Race ready, $1400.00. Call Bass Brothers (213) 786-7049. (8)

'74 Suzuki 250cc Trials
Like new condition and extras. (213) 431-3753. (8)

KAWASAKI 450 MOTOCROSS. MAICO forks, swingarm mod., super fast, like new, ridden less than seven times. $1,000.00. 9 to 5 (213) 860-6012. (8)

SUZUKI TM TANKS. One TM 125 stock, xlnt., $40.00. One TM 250 stock, small scratch, $40.00. One 3.0 gallon, plastic, $20.00. Call Mike (714) 846-5682. (8)

'73½ COMBAT WOMBAT, REED, Curnutts, plastic everything. Fresh top end, other extras, wife's bike, honest. After 4, weekdays. $350.00 or best offer. (213) 421-3436. (8)

'73 Yamaha 100 MX, $350
Runs perfect, looks great, used very little, has many extras. (213) 866-5819. (8)

Ceriani Forks
New MX and RR forks for most bikes. (714) 875-4631. (8)

1972 CZ 250, $495, trade for 400 or 4 stroke, cash. (916) 756-3545. (8)

'74 CR 250 Honda
Clean, excellent condition. Must sell, buying bigger bike. Bronze bushings, trick-pipe, spare head, shock, side cover, exhaust flange, shafts. Many other spare parts. Must see! Only $730.00. Call after 4:00 (213) 728-8437. (8)

'73 XL 250. ENDURO PREPARED. Curnutts + long swingarm = handling. 3 gallons + 450 carb. = 140 miles. $600.00. (213) 697-2978. (8)

500 Desert Thumper
1971 B.S.A. Single. Extras, runs perfect, $400.00. (213) 325-7205. (8)

2 NEW LEATHER JACKETS. Size 36 & 38, custom. Matches Honda lt. by with yellow & orange stripe. Each $65.00. Never worn. (213) 342-4361. (8)

Munari/Norstar MX Boots, $59.95
Adult and children sizes. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (3/6x)

Pat McEvoy Likes
his new prescription goggles. You will too! Write Ellie Taylor's Goggles, P.O. Box 5023, Santa Barbara, California 93108. (7/2x)

$15/30/5 LIABILITY INSURANCE, (0-300cc's, $37) (301-500cc's, $68) (Over 500cc's, $89) (Medical payments, $2000 no deductible, $30). One year policies. (213) 295-4468 or CMIA, Box 4215, Inglewood, California 90309. (1/TFN)

'74 Honda 250 Elsinore
Clean and fast. Only raced 5 times, extra sprocket and chain. Also extra desert fiberglass tank. Call after 5:00. Must sell. (213) 359-1884. (8)

'71 SUZUKI 400. K&G LOWERED frame, skid plate, 3.50-4.50 tires, cleaned & matched ports, 4 pounds flywheel, $400.00. (213) 446-3710. (8)

1971 Yamaha 250 Enduro
Low mileage, exceptional condition, $500.00. (213) 921-3135. (8)

350 Kawasaki, Baker Frame
TT or ½ mile, shop built and sponsored, fresh Barnes wheels. Included: 250 top end, all gears, spare parts. Back injury forces sale, $1,000.00. (714) 745-3571. (8)

1972 CZ 250, FORWARD MOUNTED KONIS, DIDs, plastic fenders, tank & airbox, Mikuni, MV ignition, Chromoly bars, fresh engine, much more. $575.00. (213) 397-6489. (8)

Husky Engine Trade?
Have '72, 450 WR Husky, fresh engine. Want any year 5 speed 400 CR. Trade engine or whole bike or sell bike, or whatever. 10¢ a word is cheap! Hi Tom! Give my love to Kay. Have a nice day and wear your helmets, folks. Will deal. Mike (714) 687-5263. (8)

1968 Dunstall Dominator
"World's Fastest Production Racer" Circa '68 Norton 750 engine, completely Dunstallized. Nickel plated Dunstall Featherbed frame. Twin front discs, no miles on new TT100s. New alloy rims. Custom paint and upholstery on full fairing, 6½ gal. tank and twin seat. Street legal. Includes Quafe 5 speed gearset. 90% restored. Under 1000 miles since new in '68! New oil cooler. Aeroquipt metal braided oil and hydraulic lines. New Honda Master cylinder. Needs instruments and Master cylinder seals to be complete. FAST! Must sell to support Yamaha Road Racer and wife. May sell wife soon. Older model than Dunstall, body in good shape. $1,000.00. (512) 444-7548. (4/TFN)

Shoestring Wheel Works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

HONDA 500 4 cylinder street bike. Runs good — must sell, $950. (213) 862-1400 OR 594-0489. (8)

ITAL JET VAMPIRE 50cc G.P. road racer, excellent condition. New tires, extra sprocket. Just been ported — very competitive. $300.00/offer. (714) 848-8094. (8)

'74 Yamaha Cafe Racer
350 chrome barrels, CDI, factory chambers, TR3 crank & gear box, electric tack. $3300 invested, asking $1995.00. Boge shocks. Its fast, not for beginner. (714) 424-3267. (8)

Honda Shock Kits
Our kit fits the CR 125 and 250. We have increased the shift diameter to ½" to make it strong. $13.95 per shock. Add tax. To: Hilesalu Manufacturing Company, 322 North Lima, Burbank, California 91505. (213) 842-3280. (8/4x)

25% Off on Helmet Sale
New shipment just arrived. 25% off with this ad. Hang Ten motocross socks, $2.50 @ pair. S&L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (7/2x)

CR250 Elsinore
4.60 tire, new piston, rings, good condition, $725.00. (213) 545-7054. (8)

1973 CHEVY SPORTVAN for sale, $3,500.00. Air, auto, radio & heater, panelled, speakers, carpets, mag wheels, xlnt. cond. No trades. See at Cycle News, 9-5 weekdays (213) 427-7433. (3/TFN)

'74, 250 Montesa VR
Total 2 hours riding time. Kal Guarded, blue-printed, $1000.00. After 6 p.m. (213) 824-2275. (7/2x)

Super Fast 100cc Mini
Custom frame, 16" wheels, Hodaka powered with Reeds. If you can stay on it you will be first. $425.00 or best offer. (213) 675-2222. (8)

No Nonsense
1973 Bultaco 175 Pursang, 2 tanks, skid plate, '75 seat, Curnutts, new 6 ply Cheng Shin. $550.00 or reasonable offer. (213) 863-3622. (8)

'71 Sherpa T 250
Slim tank, Renthal bars, Magura levers, good condition. Call evenings. $550.00/offer. (714) 496-3285. (8)

'72 Honda SL 100
Bassani pipe, fast, excellent condition, many extras. Must see, $300.00. (213) 336-6226.

'74 Yamaha 175 MX
Excellent condition, never raced, totally stock, extras. $700.00 or best offer. (213) 243-8998. (8)

Wanted 360-400 Dirt Bike
In trade for 257 Weatherby Magnum Mark V with Juner TL Vulcan scope, Cannesta trigger plus 200 shells. (408) 259-1083. (8)

Used Sporting Goods
Motorcycle, hunting, fishing, tennis, etc. Bring in your usables and sell them at Colombos Discount, 1970 Newport, Costa Mesa, California 92627. (714) 646-2270. (8)

Trials Special
'73 Montesa Cota 247, 2 plys, Mikuni, Renthal bars, aluminum skid plate — $550.00. '73 Bultaco 325 Sherpa T, original condition, $700.00. (714) 544-0204. (8)

'74 Honda 125 Elsinore
DG pipe and porting, moved up shocks, super clean, $650.00. (714) 962-5182. (8)

'72 BULTACO PURSANG — Reed valve, 6 ply tires, big tank, skid plate — $400. (213) 333-7521. (8)

1973 YAMAHA 125 MX — CURNUTTS, frame work, Sunburst head, square cut primary, porting, tires, P.P. fender. This is super cherry and fast, handles like a Bul. Only $495.00. Call (213) 339-1909. (8)

Maico-Parts
360 moto — new top end, $100.00. Forks complete, $150.00. Rear wheel, $50.00. Glass tank, $20.00. Seat, $20.00. Frame and swing, $100.00 or offer. (213) 338-8545. (8)

Maico Honda
1972 Maico 400, square barrel, $500.00. — 1973, 125 Elsinore, $500.00. Both excellent condition, both ridden very little. Must see. Ask for Flipper (805) 944-3365. (8)

Hillclimber Competition
Trade, '71, 400 Suzuki Trophy Winner. Modified and ported, extras, for RD 350 Yamaha. Will consider basket for part down or $450.00. (213) 327-5352. (8)

1972 Honda 175, First Class
Excellent condition — lots of extras, $475.00. Reason for selling — bought a 400. (213) 837-0023. (8)

1974, 250 CR ELSINORE, barely ridden, like new, $800.00. After 6:00 p.m. (714) 629-1954. (8)

'73 Husky 125 CR, $650 ?
Honda seals, ridden very little, super clean. Kawasaki T.T. and flattracker 125 & 175 kits. Many extras. Must sell, $450.00 — ? (213) 327-0210. (8)

'73 CZ 250
Konis, Mikuni, center port, new tires, piston, Andres, Magura levers, etc. Will trade for UR-250 or Elsinore or 250 YZ or offer. Days (213) 675-6330, Eve. (213) 677-3444. (8)

1970, 250 Husky
Good condition, must sell, $550.00 or best offer. (213) 845-4960. (8)

1972 YAMAHA JT2 MX, excellent condition, '76 ORV, $200.00. (714) 998-2096. (8)

'71 MAICO 400cc ENDURO. CURNUTTS, VDO, new bars. $550.00. ABC full leathers, two piece, 5'10", 160 pounds, 32" waist, $75.00. Schott black leather jacket, size 42, $35.00. Ossa shop manual and tools, $25.00. 3.00x21" Pirelli knobby, $5.00. 8 a.m. to 5 p.m. call (213) 679-3634. 6 p.m. to 9 p.m. call (213) 641-8839. (8/2x)

M/C Shop For Sale
Central California area. Kawasaki, CZ franchise. Have Patraco dyno, press. Complete line of Kawasaki parts. All shop equipment except mechanic tools. Contact (209) 686-1089 or (209) 688-0322. (8)

Join The Club
Members buy motorcycle accessories at near wholesale prices. $5.00 annual membership fee. Scott goggles, $9.49. Inter Am solid aluminum bars, $11.50. Membership includes price list. U.M.A., P.O. Box 82, Rosemead, California 91770. (8/2x)

$750 Each
1973, 250 WR Husky, Curnutts, 3.6 and 2.2 steel tanks, other extras. 1973 Honda Elsinore 250cc with 90% 1974 motor due to dealer error, faster than a 250 Penton. (714) 892-6391. (8)

"New Trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (38/TFN-E.O.I.)

'73 CR250 Honda Elsinore
Excellent condition, $850.00. (805) 252-4989. (8)

'74 Penton 400
Ported, race ready, $1000.00 firm. (213) 361-4575 or (213) 361-9557. (8)

Penton-Maico—CZ Chain Tensioners
A must for moved up shocks, guides and tensions chain, alloy with heavy duty spring and nylon rollers. Specify make and year (on CZ red or black frame). Send check or money order, $19.95 or call Trails End Penton, 16394 E. 14th Street, San Leandro, California 94578 (Dept. CN). California residents add sales tax. (415) 278-1565. (8)

Ducati Prototype 750 Sport
Bad Karma forces sale of my prized possession. This Duck was one of the first 750s in the country and spent his first year on a showroom floor. Best offer over $2200.00. Leave message for Rick at (213) 322-9849. (8)

1974 Yamaha 125 MX, $550
Excellent condition, helmet, jersey included. (714) 633-2852. (8)

'65 Matchless 500cc Popper
G80CS, $350.00 or best offer. (714) 998-0074. (8)

HONDA CR 125 PIPE by NORRIS-ROBERTS. Strengthened with channel iron on bottom, no dents, built in silencer, $35.00. Translucent Maico styled fenders, pre-drilled, good condition. Both for $10.00. (503) 963-9983, ask for Randy Roloff. (8)

1974, 360 Yamaha
Excellent condition, $795.00 or offer. (213) 634-9532. (8)

Steen X100
Must sell daughter's bike. Torque pipe, K&N filter, knobbies, stock Hodaka engine, rebuilt by Vesco. Runs and looks like new, OHV license, $275.00. After 3 p.m. (714) 463-1628. (8)

'71½ HODAKA SUPER RAT. PPs, Alex Steel peg mounts and brake lever, Webco short MX pegs, Uni levers, Curnutts, skid plate, excellent play bike, more. (213) 888-9268. (8)

Husky Mech's Husky
'74, 250 mag. 6 speed WR trans., radial head, Vesco tank, Curnutts, new Moto-plat, K&N filter, new tires, J bars, excellent condition, $1,150.00. (714) 622-2600. (8)

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Perfect stock condition — '70 Cota 247 — $400.00 — offer. '73 Honda TI-125 — $450.00 firm. Must see to believe. Also '71 Stiletto — excellent. (714) 892-3256. (8)

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4 months old, excellent condition, $495.00. (213) 326-2935. (8)

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Brand new, never ridden. Buying house instead. $850.00. (213) 545-7054. (8)

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Dyno tested and race proven expansion chamber. Custom pipes for all 2 strokes, $49.95 up. Precision Cycle, 4573 Artesia, Lawndale, California 90260. (213) 370-8822. (7/2x)

Honda 100 Van Tech Frame
Ceriani front forks, modified engine, big carb., etc. Very light, very quick. Perfect play bike or wife's bike. $275.00. (213) 545-7054. (8)

How Many Yamaha Girl Riders Are There?
If you are a girl and a Yamaha rider, please send photo and biography on yourself to Gail Gellatly, Yamaha International, P.O. Box 6600, Buena Park, California 90622. (7/2x)

Barum Moto-X Tires $$$
300/320X21-4 S9A/B @ $24.00 * 4.25X18-4 S25 ISDT @ $29.50 * 4.75X18-4 S25 ISDT @ $31.00 * Fgt. PREPARD * Check or M.O. * All tubes $4.50 * MITCO, P.O. Box 1856, Chattanooga, Tennessee 37407. (6/12)

Potential Cafe Delight!
Ducati 750 Sport: Crashed at 2nd race. 4000 miles, engine, frame wheels straight. Needs tank, seat, etc. Ideal start for super cafe. $1250.00 or offer. (714) 284-5602. (7/2x)

Honda Dealership For Sale
Stock, equipment, fixtures, service department, — everything — $68,000 or 50% $34,000. Sales $22,000+/ Month. Broker (714) 496-6600, Box 554, San Juan Capistrano, California 92675. (7/2x)

'73 Chevy Van, 2100 Miles
Economical ½ T, 6 cylinder with 3 on a tree. All highway miles. Great condition, never raced, $3200.00. (213) 360-9543. (8)

$100.00 Over Dealer Cost
on most new Yamahas. Myserscough's Yamaha of Redland, 833 West Colton Avenue, Redland, California. (714) 793-2473 or (714) 792-2204. (8/TFN)

Bultaco '74 Pursang 360
Super light, 8 inch air forks, 7 inch rear wheel travel. Very fast, many more goodies, like new, $1050.00. (213) 896-6209. (8/2x)

'73½ PENTON 100. XLNT. SHAPE, still on stock bore. New fenders, Motoplat never used, hardly ever ridden, Andre bars, turned forks, Pow-r 'levers. Too much more to list, super fast, $550.00. (213) 348-8902. (8)

'74 Bultaco 125
MK. 6, excellent condition, forward mounted Boge shocks, 8" travel forks, much more. Faster than Honda, $795.00. Ask for Scot, after 5 (213) 670-8075. (8)

1971 RICKMAN 125 ZUNDAPP — Cantilever suspension, $375.00. Also 1971 BULTACO 125 Sherpa S basket case, needs rod, bearings and seat cover, $200.00 or $525.00 takes all. Rick (213) 256-6356. (8)

'73 Penton 175
Less than 20 hours total on bike, never raced, looks and runs like new, $800.00 or offer. Bill (213) 787-6207. (8)

Billions of Lambretta Parts
We have tons of Lambretta parts with a retail value of over $12,000.00. Will sell these fast movers for a mere $2759.00 or best offer over. Call Dan Siego Motorcycle Salvage 1-(714) 440-9223. (7/2x)

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One very clean 700, never wrecked or down, a top ten Junior bike. Will accept a TZ-250 in trade with cash or $4937.00 outright. Call Wade 1-(714) 235-6261 — days. (7/2x)

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'70 CZ 400
$425.00 buys my immaculate bike. Many extras. Call for details (213) 672-3444. (8/4x)

'72 Pursang 250
Runs strong, see to appreciate. Lack of work forces sale. Must go now. $600.00. (714) 870-5699. (8)

1972 Yamaha 100 MX
Very good condition, must see. Runs great, quick, $350.00. (213) 457-3084. (8)

'74 Yamaha YZ 125, $700
4 months old, never raced, new knobby, excellent condition. Must sell. (714) 682-4322. (8)

'73 YAM 360 MX. MOVED UP shocks, TM pipe, '74 Hus. 400 WR 6 spd. length swingarm, moved up shocks, 5" Curnutts, $1400.00 or $250.00 T.O.P. (714) 774-4253. (8)

Injury Forces Sale
'72 CZ bought new in '74. Completely tricked out, has everything you need. Must sacrifice, $800.00. After 5 p.m. (714) 498-1616. (8)

'74 Elsinore Stock
Never raced, like new, asking $700.00. (213) 430-6560. (8)

250 Honda Elsinore Gas Tank
Good shape, $35.00. Call evenings after 5 p.m. (213) 672-8908. (8)

'75 Honda Elsinore 125
D-G swingarm w/moved up aluminum Konis, ported, carb & pipe. Over $500.00 of extras, better than new, $875.00. Ask for Norm (714) 831-1331 work, (714) 837-3880 home. (8)

580 B50 MX Thumper
3 months old, 7½" Betor, forward mounted Boges, Mikuni, Branch head, Y-Z ft. wheel, Barnes disc wheel, etc., etc. $1200.00. Tom White (714) 846-6581. (8)

Evel Knievel's Harley XR750
Street legal — super clean, super fast, fresh engine. Many extras. $2100.00 — or best offer. (213) 363-0854. (8)

Free $200
Worth of spare parts for my XR-75 when you buy this super clean, super fast bike for $425.00 or best offer. (213) 675-2222. (8)

"74", 250 Husky Mag 194 Lbs.
Pro Fab swingarm, through the frame pipe, 38mm Mikuni, factory porting, under-cut gears, 4 months old, Honda seals, plastic tank, $1,150.00. (213) 442-8979. (8)

'73 YAMAHA 360 MX — Modified suspension, extras, excellent condition. Asking $560.00. (805) 251-1928. (8)

'70 Yamaha 250cc Desert Bike
Frame lowered, torque pipe, Filtron, Pettys, Konis, fork kit, Diamond chain, super trail & enduro bike, excellent condition, not junk. $395.00/best offer. (213) 329-6412. (8)

Promotional Offer
Free air/oil shocks, Fullbore MX boots and Fullbore 315x21 tire with purchase of new Ossa 250 MX Phantom at Dirt Bike West, 7139 Canoga Avenue, Canoga Park, California 91303. (213) 340-6521. (8/4x)

Joined The Army
Must sell Honda and van. '69 Chevy 6, '72 engine, custom in and out. Mags, shag, panel, tape deck, benches, new paint, $2,195.00. '74 CR 125, trick. $550.00. Both excellent condition. (213) 365-3040. (8)

Side Car
Velorex side car. Complete with all mounting hardware, independent suspension and brake. Will fit most any bike. Brand new, never used. First $300.00 takes it. Ed Fuller (213) 861-4139. (7/2x)

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California City Grand Prix
Entries now open. See last issue for entry information. (714) 373-4647. (7/TFN)

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For most Japanese bikes. $65.00 installed. Heli arc welding, steel and aluminum, Magna Flux and Zyglow inspection. G.S. Sigman Race Car Engr. (213) 830-4678. (7/4x)

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250s & 400s. Center exhaust port. For immediate delivery. Call for details: 213-772-1647. LIMITED TIME ONLY!
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WANT ADS

WANTED C&J or Redline frame for 350 XL, used for desert. Moe (213) 535-0271. (8)

Desert Racing Association

California City Grand Prix

Entries now open. 2 action packed days of racing, **MAY 3rd & 4th.** Information (714) 373-4647. (8/TFN)

'73 Yamaha MX

Curnutts, Filtron, new ring, piston, two tanks, $650.00. Call Mike, after 5:00 (714) 995-3588. (8)

Heikki Mikkola GP 360

See GPs and most models of Husqvarnas prepared as you want them and priced so you can afford them at Bill Saltzman's Imperial Motor Sports. (213) 337-6811. (7/2x)

1974, 250 BULTACO PURSANG. Excellent condition, Bultaco mechanic maintained, G.P. style frame, long travel front-rear, $875.00. Jimmy, Mon.-Thurs. till 6:30 (213) 399-7724 Ext. 47, other (213) 839-0028. (8)

'72 SUZUKI 250 MX, excellent condition. Must sell, any reasonable offer. (213) 323-2260. (8)

Fast SOB

Yamaha Flattracker 250cc Twin. Fresh engine, ported, special frame, K&N's, Betors, S&W's, spools. All built by a veteran racer. $1300.00 firm. Call evenings (714) 687-1987. (8/2x)

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750 H-D Alloy

Oil cooler, disc brakes, Barnes wheels, ½ miles & milers. (503) 288-0128. (8)

Like New

1974 Kawasaki 175 Enduro, immaculate, less than 2000 miles. $550.00 or best offer. (714) 832-4039. (8)

HONDA XL 350 — All dirt stuff. Plus stock equipment, $850. (213) 862-1400 "or" (213) 594-0498. (8)

'73 Bultaco 350 Pursang

New in April '74, seldom ridden, $750.00. '72 Bultaco 250 Pursang, rebuilt engine, Mikuni, $450.00. (714) 522-8087. (6/4x)

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Forward aluminum Konis, W.S. pegs, pipe, chain guide, D.I.D., H.D. spokes, top end, and tires. Fresh, $1000.00 or best offer or trade. (213) 374-5022. (8)

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Get away from the rat race and be your own boss in scenic Santa Fe, New Mexico. Fantastic off-road riding, mountain trails and desert. Or, ski winters, only 20 minutes from town. Act now, in time for the spring gas rationing rush. Only $39,500. Capital Kawasaki. (505) 983-9460. (6/4x)

1973 Yamaha 125

Good condition, very few miles, $375.00 or offer. (213) 634-9532. (8)

***** Yamaha 360 MX *****

'73 Yamaha 360 MX, new top end, hardly ridden, super clean. First $500.00 takes it. Call Bob after 3:30 (213) 329-2120. (8)

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'74½ Bultaco Pursang 250

Modified pipe, Metzeler tires, plastic fenders, Hallman bars, forward mounted shocks, Magura throttle, $900.00. Blue and white Bultaco leathers, size 34, worn once, $75.00. (213) 882-0666. (8)

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450cc, wide ratio, desert master with extras. Must see to appreciate. Must sell, $1025.00 or best offer. Ask for Steve after 5:00 p.m. (213) 866-3846. (46/TFN)

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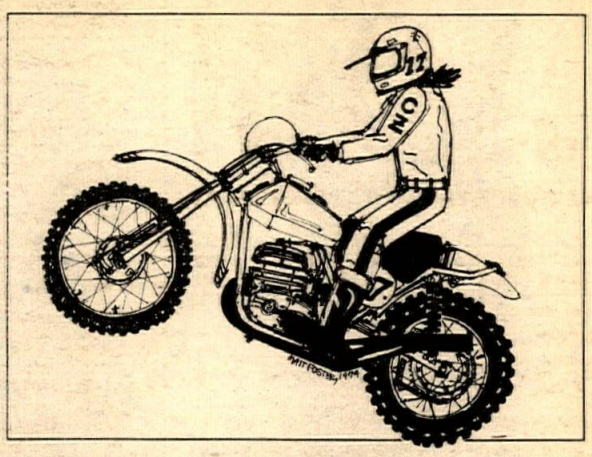

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